

HORIZON 2050

Spokane Metropolitan
Transportation Plan

APPENDIX



Spokane Regional
Transportation Council

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A OUTREACH

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, go to the 2025 Public Outreach Results section at the end of this appendix. For the public outreach overview, see Chapter 1 in Horizon 2050.

In addition to the Horizon 2050 survey, a Commute Trip Reduction survey was conducted from March 2024 to September 2024. A total of 246 responses were collected from participants across Spokane County. The final [Commute Trip Reduction Plan](#) was adopted by the SRTC Board of Directors on March 13, 2025. The results from this study were also consulted for Horizon 2050. For the public outreach overview of Commute Trip Reduction, see Chapter 1 in 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 as participants arrived at different times. Information about the survey and MTP webpage was also

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

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

As part of SRTC’s public outreach requirements outlined in the Public Participation Plan, SRTC hosted a public meeting during the draft public comment period on October 21, 2025 from 4:30 p.m. to 5:30 p.m. This took place at the SRTC office and on Zoom. SRTC staff provided an overview of the draft plan, answered questions, and provided an opportunity to submit public comments to be included in the plan. A recording of the meeting was posted to YouTube and shared on social media for those who were unable to attend. Click [HERE](#) to view the video.

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. Additional group presentations in September and October 2025 included Spokane Central Lions Club (9/16/25), Spokane Transportation Commission (9/17/25), SRTC Equity Working Group (9/26/25), and Spokane Community Assembly (10/2/25). 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 Mentimeter polling activity was conducted through an SRTC Board workshop.

After the draft plan was released, SRTC staff presented to the Spokane Plan Commission on November 12, 2025 and to GSI's Economic Development Committee on November 18, 2025.

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 developing the plan, how people can get involved, and who SRTC is. The article also includes the SRTC featured podcast episode. It also advertised the Spokane Valley Horizon 2050 workshop.

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. As of 10/30/2025, the YouTube version alone has 89 views.

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.

1 The blog post can be found on the SCLD website at the following location: <https://www.sclld.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.

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

A formal public comment period took place after the SRTC Board of Directors’ approval of the release of the Horizon 2050 draft on October 9, 2025. Spanning from October 10 to November 10, members of the public were notified through a legal notice, press release, email messaging, and social media. Additionally, a public meeting was held on Tuesday, October 21. A total of 91 comments were received during the comment period. A log of these comments and SRTC responses can be found in the 2025 Public Outreach Results section at the end of this appendix.

MTP Video

SRTC strives to go above and beyond its public outreach requirements. To help make Horizon 2050 easily understood to members of the public with no prior knowledge of the plan, and to foster comments on the draft plan, SRTC staff made an informational animated video. This was shared across SRTC’s different communication channels, including email and social media. Click [HERE](#) to view the video.

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. Leading expert Adie Tomer from the Brookings Metro Institute spoke to national trends related to those included in Horizon 2050. Tomer saw a draft version of Horizon 2050 and used some of the materials for his presentation. SRTC Principal Transportation Planner, Jason Lien, followed this with a short presentation on Horizon 2050. The event transitioned into a panel discussion with local leaders, who expanded on what Lien and Tomer presented. The panel discussion largely consisted of audience questions.

The Summit materials, presentation, and recap can be found [HERE](#).

Public Outreach Results

Public Comment Log

This section presents all public comments received during the formal public comment period for the Horizon 2050 draft plan, held from October 10 to November 10, 2025, along with SRTC’s responses to those comments.

10/21/2025 | Email | Washington State Parks

Public Comment:

Hi!

We’ve reviewed the draft Horizon 2050 Plan and are providing the following comments for consideration:

- ▶ P. 142 – Consider adding “Centennial Trail - Full grade separation and shared-use pathway width development between Center Road and Maringo Drive” as a project of significance to call out. This would replace the Wandermere Path. This project’s planning and 30% design is currently slated for funding by SRTC and the project is being led by the City of Spokane in partnership with Washington State Parks and Spokane County.
- ▶ P. 129 – Figure 4.05 - Consider adding the Indian Bluff Trail as a “Future Path” that would ultimately connect the Centennial Trail at Military Cemetery Trailhead to the City Airway Heights. This project is called out in the Spokane County Regional Trail Plan (p. 42, strategy 3-C) and Washington State Parks is currently working with BNSF to acquire the remaining portion of privately owned, abandoned ROW to connect to a portion of the same ROW that was acquired by State Parks in 1971. It would be of great benefit in seeking funding for this acquisition (and future development as a shared use pathway) to have it included in the SRTC Horizon 2050 Plan.

Thank you for your consideration!

Agency Response:

The Centennial Trail Argonne Gap project is noted as a recognized need in Horizon 2050. The project description has been adjusted to clarify its general scope.

The Indian Bluff Trail as noted in this comment has been added to the Bike Priority Network map.

10/22/2025 | Website Form | General Public

Public Comment:

I am happy with the draft transportation plan as presented. I understand the current constraints on existing & planned infrastructure, and believe that given these constraints, the agencies reflected in the plan are doing a mostly satisfactory job of tackling the current & expected future issues in the region concerning transportation infrastructure. The scheduled new projects (especially the North-

South Freeway and road/rail grade separations) are targeting clear needs and will improve traffic conditions.

Two areas for future planning improvement I would like to see are:

1. Improved communication & coordination with agencies across the border in Idaho. A large number of commuters and visitors travel into the Spokane region from Idaho, and I would hope to see regular joint planning between agencies to ensure that needs are being met in an effective & efficient manner for all stakeholders, not just those in each individual state.
2. Standardizing ITS infrastructure across all regional entities to allow for a fully integrated network of signals, signage, cameras, sensors, and data pathways. At present, and especially in the near future, there is increasing demand for transit infrastructure to make relevant data available in realtime to consumers (i.e. drivers via personal devices, networked vehicles, and trip planning software). The infrastructure cannot transmit this data to consumers unless it is networked, and even when networked, it should all use the same data format to prevent headaches if different agencies use different software. Even something as straightforward as having realtime Signal Phase & Timing data made available to consumers could potentially realize large gains in efficiency, as drivers (and autonomous vehicles) could then use this data to optimize fuel efficiency when encountering traffic signals. Two ITS success stories in this region are STA's realtime bus departure data and SRTMC's realtime traffic camera data. Both are publicly available at present, and I would hope to see expanded offerings of traffic/transit data in the future.

Agency Response:

While SRTC's planning jurisdiction is Spokane County, we are mindful that transportation issues extend well beyond this formal boundary. SRTC attempts to coordinate conversations and information sharing with our sister organization in Kootenai County (KMPO) and other agencies such as Idaho Transportation Department. SRTC will work on continued engagement as the greater region changes and grows.

Regarding ITS infrastructure, SRTC will be leading an update to the region's ITS Architecture Plan beginning in 2026. This will be an effort to identify needs and develop greater understanding of how the region can position itself to benefit from ITS technologies and the coordinated efforts required for implementation. Horizon 2050 recognizes technology and data applications as an important strategy for bringing about operational and safety efficiencies on our transportation network.

10/23/2025 | Email | Commute Smart Northwest

Public Comment:

This is Commute Smart Northwest. I've got a few changes for your Horizon 2050 Plan.

On page 85 under Travel Demand Management, second column, the first set of bullets are outdated, please replace with these bullets:

- ▶ Create CommuteSmartNW app
- ▶ Conduct bike safety classes with League of American Bicyclists-certified trainers
- ▶ Expand Commute Smart program to smaller businesses in the downtown corridor and University District.

- ▶ Started the annual Spokane Bike Swap & Expo
- ▶ Provide incentives for first time participants using alternatives to driving alone.

Thank you

Agency Response:

The bullets noted have been revised as suggested.

11/07/2025 | Website Form | General Public

Public Comment #1:

I do not support the proposal in the 2050 plan to extend a rail system or bus route to North Idaho. As a resident of North Idaho, we have no desire to be connected to Spokane in any way. We do not want the problems Spokane is experiencing with the homeless, drugs, and crimes to be transported to Kootenai County. Thank you.

Public Comment #2:

I do not support one aspect of the Horizon 2050 Plan, to extend a light rail system to Idaho. North Idaho residents do not want this connection. There is a huge problem in Spokane with homeless people and drugs and the rail system would provide a way for it to enter into Kootenai County. Keep Washington's problems out of Idaho. Thank You.

Public Comment #3:

As a Hayden Idaho resident I am fully AGAINST the 2050 Plan. I know many Idaho residents who are also totally against this plan and we do not want to be connected to Spokane's drug, homelessness and crime problems. Please do not implement this plan. Thank you.

Public Comment #4:

Please don't do this.

Public Comment #5:

There are far too many problems with drugs, crime, and other blights in Spokane- an admitted problem on Spokane public transport already- to be building a new form of public transit. Existing messes in Spokane need to be cleaned up before taxpayers are expected to fund new opportunities to create bigger messes.

Agency Response:

Horizon 2050 does not identify light rail as a project within Spokane County or as connecting to Idaho. The regional public transit agency, Spokane Transit Authority (STA), is exploring bus service changes to include service in Idaho. STA is one of the member agencies of SRTC, and we can pass on your comment to STA's planning staff.

11/09/2025 | Website Form | General Public

Public Comment:

We need more transit to handle the growth in the region for the future. No more freeways.

Agency Response:

Investing in public transportation is one of the identified strategies in Horizon 2050. Doing so is consistent with SRTC's Quality of Life Guiding Principle.

11/09/2025 | Website Form | General Public

Public Comment #1:

We do not want a lite rail. It is a waste of funds, creates more crime and not that many people even ride this mass transit. Hawaii spent so much money on their mass transit and hardly anyone ride it. It was a total money pit!!

Public Comment #2:

As a resident of North Idaho, I am adamantly opposed to this idea. We've all seen the lack of accountability with sound transit and want nothing to do with a project like this.

Public Comment #3:

We do NOT want light rail or any type of transit connecting from Spokane to Idaho. We fled the Puget Sound. Look at the mess Sound Transit is??? Billions in overruns. No accountability. No oversight. Please reconsider this nonsense.

Public Comment #4:

Light rail and bus between Spokane and North Idaho should be taken off the MTP and RTP.

Public Comment #5:

no more wasting tax payers dollars!!!! stop this insanity!

Public Comment #6:

I'd vote NO on any train from Spokane to North Idaho. We don't have a need for it - it is a waste of money. The population numbers alone don't support that kind of investment. As an Idaho resident and taxpayer I am strongly opposed to this plan. There are cultural and political differences between Washington citizens and Idaho citizens. Frankly, I don't want the Washington problems riding into town every day! I will lobby strongly against this plan - door-to-door, online, email, and at our County Board meetings.

Public Comment #7:

As an Idaho resident and tax payer, I do not support this plan. First, the population numbers alone do not support this large of an investment. Second, there are cultural and political differences between Washington and Idaho - I don't want to see Washington problems riding into Idaho! Third, I have personally experienced this type of transit in 3 places - CA BART, NY Subway, Beijing China

High Speed Railway. Each of them share these traits: filth, danger, criminal activity. This is asking for trouble. Looking at these examples, I strongly oppose having such a system in our backyard. I will strongly oppose and work to fight against this plan, going door-to-door, online, email, County Board meetings, and any other avenue that I can of to lobby against this plan to bring Spokane into North Idaho.

Public Comment #8:

This will only bring problems to north idaho. It will make it harder for people who live in Idaho to afford to survive. People moving to and from spokane to post falls and back for work in Washington, where there are much higher wages are already very damaging to north idaho. Please examine other mountain towns outside metropolitan areas in the PNW such as say, shingle springs CA. One can look all over the PNW and see time and time again this is purely destructive, and only serves to allow businesses in the larger cities to extort cheaper labor from people far away. Any small nice town that has established public transit over to bigger cities in the PNW has experienced this. All it will do is destroy north idaho's economy and bring more crime and drugs. It benefits businesses in spokane, not the people.

Public Comment #9:

Hello- I am a North Idaho resident and a light rail would be a huge mistake to place between Spokane and north Idaho - many people left cities with these because it bring in more crime and unwanted activity in our small town- we are not a big city and we don't want it this way. Leave the light rails in Seattle not in north Idaho.

Public Comment #10:

I'm a huge no on light rail from Spokane into North Idaho. We do not want it, so please stop pushing it.

Agency Response:

Horizon 2050 does not identify light rail as a project within Spokane County or as connecting to Idaho. The regional public transit agency, Spokane Transit Authority (STA), is exploring bus service changes to include service in Idaho. STA is one of the member agencies of SRTC, and we can pass on your comment to STA's planning staff.

11/10/2025 | Website Form | General Public

Public Comment:

As someone who lives very close to Barker Road, I can attest that it does *not* need to be reconstructed. Widening the road and rebuilding the I-90 interchange is an incredible waste of money. There are very short periods of congestion during commute times, but otherwise, traffic is free-flowing. To spend tens of millions of dollars on a widening project when there are more pressing regional needs like the US-195 study projects and Latah Bridge reconstruction is a woeful misappropriation of limited transportation dollars. Please de-prioritize the Barker projects.

Agency Response:

We have passed this comment on to the SRTC Board of Directors, who are responsible for the final approval of Horizon 2050. Thank you for the comment.

11/10/2025 | Website Form | General Public

Public Comment #1:

Why would we support this? Sound Transit is a failure. See what the Seattle Times said in October: <https://www.seattletimes.com/opinion/sound-transits-light-rail-initiative-doesnt-make-the-grade/#:~:text=Themagnitudeoftheproblem,theSoundTransittaxingdistrict.>

Most folks don't understand that, although Sound Transit is not a government entity, it has terrifying taxation ability without the vote of the people. Having spent \$25B already, it has a budget gap of \$35B or \$20k per household in the tax district.

Do not fall for this boondoggle over on the east side of Washington or Northern Idaho. It is simply a transfer of wealth from the victims in the taxation district to political parties and their friends. I didn't work there and won't work here.

Public Comment #2:

NO INTERSTATE RAIL OR BUSES BETWEEN IDAHO AND SPOKANE!!!

Public Comment #3:

North Idaho does not want to connect to Spokane and we will make it our personal mission, to thwart any plans for that. Many I'd us moved here from Seattle because we witnessed Burien WA turn into a dangerous, drug infested slum after transit from Seattle dumped it's criminals. Grandmas were mugged in the Safeway parking lot because it was located across from the transit station. We don't want it

Public Comment #4:

We live in north Idaho, and we don't want it! We say no to it!

Public Comment #5:

Being an Idaho resident for 40yrs, I respectfully request you do NOT impliment your plans of creating a lightrail from Spokane to Coeur d'Alene. Idaho residents do NOT want to be conveniently connected to your liberal city to have your crimes continue & easily flow into our state and communities. How about you just improve your streets and highways instead of trying to turn Idaho into nasty Washington. Thanks!

Agency Response:

Horizon 2050 does not identify light rail as a project within Spokane County or as connecting to Idaho. The regional public transit agency, Spokane Transit Authority (STA), is exploring bus service changes to include service in Idaho. STA is one of the member agencies of SRTC, and we can pass on your comment to STA's planning staff.

11/10/2025 | Digital Letter | Spokane Transit Authority

Public Comment #1:

The official name of the latest BRT project is the "Division Street BRT". Please ensure that Street appears along with Division in all references to the project.

Public Comment #2:

We have added suggested language to the places where we mention the clean energy campus to avoid exclusivity of “clean energy”

Public Comment #3:

Page 73 – We would like to acknowledge the funding contributions of the federal, state, and regional governments in the design and construction of City Line. We appreciate the efforts of all of our partners.

Public Comment #4:

Figure 4.04/Figure 4.14 – STA has evolved the thinking behind the Appleway BRT project, and it now connects Argonne Station with Appleway Station. We will be sending the updated route in separate communication.

Agency Response

Updates made.

11/03/2025 | Email/Excel Document | WSDOT

Public Comment #1:

Pg 10-12. The background in black and letters in white make it harder for me as a reader to read (compared to the other way around). Could be an issue for the visually impaired community.

Public Comment #2:

Pg 18. It's great to see emphasis on state of good repair

Public Comment #3:

Pg 19. It's great to see emphasis in investing in public transit for both urban and rural areas

Public Comment #4:

Pg 33. Great to see definition, the strategies, the why and examples of local projects. Easy to understand!

Public Comment #5:

Pg 71. For bulleted list under heading "Active Transportation", recommend including "support safe trip making for those not using motor vehicles". There is a reference to safety with regard to "eyes on the street"--recommend referring to this as security and reserving safety for crashes.

Public Comment #6:

Pg xi. "Approximately 24% of the region's employees live outside of the planning area" - If trying to communicate origin and destination, recommend adding % who live in and work outside or % both living and working in the area for a complete categorization. You have to get all the way to page 32 and Figure 2.01 to get that information and it is not presented in a percentage anywhere.

Public Comment #7:

Pg xix. If there is a desire to message past adoption of public transportation and transit ownership / authority I would recommend highlighting the organizations with the appropriate past or modern designation. For-profit, public, private, P3, etc. Otherwise, see above.

Public Comment #8:

Pg 59. Recommend putting Spokane population number in legend for consistency and comparative clarity.

Public Comment #9:

Pg 66. The map text here is a bit hard to read due to graphical fidelity. Contact WSDOT's Rail, Freight and Ports division or your MPO/RTPO liaison to track down the highest quality version of this image for final publication.

Public Comment #10:

Pg 110. Rail freight through Spokane is covered - what about rail freight generated by Spokane? Is there data to describe the regional output, contribution to the state figures, and expected growth regionally? Truck freight and air freight have this information. The Grain Train is covered briefly earlier. I think regional rail freight volumes could use some expansion here.

Public Comment #11:

Pg 132. It might be worth mentioning some trade-offs to using historical trends to project WSDOT investment in SRTC.

If preservation and maintenance have been under invested, particularly over the last 20 years, then the forecast continues that trend.

While appropriate for cyclical or average requirements that occur over a 20 year period there are certain cyclical investments that occur less frequently or in peaks and troughs, such as concrete pavements or bridge reconstruction, or culvert and retaining wall replacement.

This would be an effective way to provide an easy method to project investment, while also calling out some anomalies that should be addressed. Particularly when the WSDOT HSP's recommendations are to first fully fund preservation, maintenance, and operations -which aligns with SRTCs 1st priority of investment. Then with additional funding, invest \$2 into programmatic for every \$1 in capital expansion.

Agency Response #1:

Thank you for the comment.

Public Comment #12:

Pg 15. 16% of region's population has a disability. What does this mean? Is it a disability if a person is too old or too young to drive? Perhaps a clarification

Public Comment #13:

Pg 44. Consider including the four-year Coordinated Public Transportation Human Services Transportation Plan (CTP-HSTP) - important study to address human transportation needs.

Public Comment #14:

Pg 71. For the first paragraph under the header walking, recommend tying it to the idea of travel as a pedestrian especially given that the second paragraph switches to the term pedestrian (consider linking to the RCW). Perhaps: "Walking is the oldest and most universal form of travel. It requires no fare, no fuel, no license and no registration. Walking and other forms of pedestrian travel such as using a wheelchair or walker is the most affordable and available form of transportation". Note that RCW 46.04.400 definition of pedestrian actually includes people using any human powered conveyance. If SRTC wants to make a distinction regarding what forms of pedestrian travel it is prioritizing that is something that should be considered. For example, if SRTC wants to qualify this section with respect to skateboarding pedestrians that should be clarified.

Public Comment #15:

Pg 71. For the second paragraph bullets under the header walking, the word "follow" in the item: "Follow crosswalk designs and education programs to enhance crosswalk safety" is confusing. Perhaps use the word "Develop" instead.

Public Comment #16:

Pg 71. Consider adding a line to this statement about practical trip distances by bicycle to recognize the impact of ebikes. Ebikes are rapidly gaining in popularity so it is important to recognize them. Consider updating the text to something like: "Nearly half the trips in the United States are three miles or less and can be accomplished in twenty minutes with an ordinary bicycle. The electric bicycle increases the 20 minute ride distance to over 5 miles. It is these shorter trips that are most achievable by bike. However, with the addition of bike-friendly transit, bicycle trips in the Spokane region can be extended beyond the length of a typical bicycle trip." My over 5 mile distance assumes the electric bicycle user would average about 15 mph. E-bikes can go 20 mph or even 28, but traffic controls likely limit the practical average speed. Consider adding a brief footnote about confirming whether a particular bike model works on a bus rack. That isn't just e-bikes since many cargo bike configurations wouldn't work on a bus rack and maybe worth a general statement in the AT section reflecting a change to the micromobility world.

Public Comment #17:

Pg 72. Update the statement on bicycle restrictions. SR 2 by the airport and portions of SR 2 (Division St) have restrictions also. Recommend: "In the City of Spokane, bicycling on sections of I-90 and SR 2 are prohibited due to safety issues related to high volumes and speeds of traffic"

Public Comment #18:

Pg 72. Consider updating the minimum width of a Class I - Shared Use Path. "Facilities on separated right of-way and with minimal cross flow by motor vehicles. Minimum width of 6 feet". There is no current guidance out there that recognizes a 6' minimum. The 2012 AASHTO bike guide used 12' and the new AASHTO 5th edition bike guide states "Path widths less than 11 ft do not allow for two people traveling side-by-side to be passed by a person approaching from the opposite direction without increasing the potential for conflicts" (see ch. 6 of the new guide). AASHTO's recommended lower limit is 10' and their practical minimum is 8'. Note though that a path also needs shoulders. A minimum path width with fences on either side, reduces the usable space even more (due to handlebars, bags,

child trailers). WSDOT recommends 2' shoulders and a minimum of 1' shoulders. WSDOT has updated text on shared-use path width (1515.04(2)(a) Shared-Use Path Operational Width) based on the new AASHTO bike guide that you may want to consider. Since you are using the definitions to classify existing facilities you could add a statement about "legacy facilities designed to an older standard"

Public Comment #19:

Pg 73. Consider adding a qualifier to the statement: "Approximately 3.2 percent of Spokane County workers rely on active transportation to travel to and from work." Perhaps: Spokane County does not conduct its own travel surveys, but according to national estimates approximately 3.2 percent of Spokane County workers rely on active transportation to travel to and from work. This number is likely higher as national surveys only allow one mode choice for a trip to work. A transit user may walk a considerable distance to an from a bus stop." The ACS question asks: How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.

Public Comment #20:

Pg 73. Consider removing the first part of this sentence: "As part of the Washington state bicycle and pedestrian documentation project, the region uses several permanent counters to monitor multi-use trail usage". WSDOT is not actively conducting Bike/Pedestrian documentation project.

Public Comment #21:

Pg 94. Recommend sticking to "active transportation"--this bullet introduced non-motorized here: "implement land use decisions that support non-motorized transportation" Since so many active transportation devices are in fact motorized, we need to be careful what the public comes away with.

Public Comment #22:

Pg 95. The reference provided is very old (2012) for this statement: "Research indicates that dedicated bike infrastructure (improvements beyond unmarked-shared roadways) helps drop injury rates"--recommend finding another reference and removing the language that suggests sharrows improve safety: "improvements beyond unmarked-shared roadways". Research has shown that streets that only used sharrows performed worse than matched streets with without them (Advancing healthy cities through safer cycling: An examination of shared lane markings; Ferenchak and Marshall [LINK HERE](#)). Sharrows can be used as wayfinding, but they do not make streets safer.

Public Comment #23:

Pg xi. Unsure if methodology is different, but the WSDOT All Bridge and Tunnel Inventory (State and Local) there are 98 bridges in poor condition within Spokane County out of a total of 465. See [LINK HERE](#). Page xi list eight out of 304 in poor condition. Page 61 identified that of the 141 NHS bridges, nine are in poor condition, which is more than the eight listed in the executive summary. Page 61 also cites that there are a total of 307 bridges in Spokane County in 2024, which is inconsistent with the 304 stated in the Executive Summary.

Public Comment #24:

Pg xv. Recommend being clear about the definition of public transportation versus transit when terms are developed; public transportation can be more than transit. Make it clear what each encompasses so that the strategy is understood. Shows up throughout doc, including public transportation section (starting on pg. 72).

Public Comment #25:

Pg 1. Recommend adding to the footnote a brief reasoning why there are two (2022 and 2024) references to population. Later it becomes apparent it is tied to the model use, but at this point it seems odd.

Public Comment #26:

Pg 19. Suggest cross-checking with the order and wording of RCW 47.04.280

Public Comment #27:

Pg 23. When referencing figure 1.11 (the word cloud results) it would be helpful to know the prompt, otherwise it loses meaning, especially in relation to the feedback visualizations around it.

Public Comment #28:

Pg 26. For the bulleted results under 'identified several key priorities, preferences, and concerns' I would recommend distinguishing which are which, for clarity.

Public Comment #29:

Pg 37. Recommend adding the time frame for the data - is it the annual report from CY 2024 that was released in 2025, is it a 5 year annual average, etc?

Public Comment #30:

Pg 38. This says 7.3% of house holds have no vehicle available, while the figure on page 34 says 6.3% - I believe they also cite the same source.

Public Comment #31:

Pg 44. "reflects the agency's commitment to data-driven planning and decision-making." Data-driven means using data as the sole input for decision making. Should be "data-informed", which is considering data, but also giving weight to public input, strategic vision, and other factors - the rest of the MTP suggest the data-informed method is used.

Public Comment #32:

Pg 48. Super tiny edit: 'model' should be 'motel' in header.

Public Comment #33:

Pg 53. "State and local governments are challenged to fund the maintenance and preservation of our transportation system may help reflect the realities of funding for the state transportation system.

Public Comment #34:

Pg 68. The National Plan of Integrated Airport Systems (NPIAS) identifies public-use airports that are eligible to receive federal funding for improvement. Inclusion in the NPIAS means an airport plays a significant role in national air transportation. However, even if a public-use airport is not listed in the NPIAS, it may still qualify for state-level funding, provided it meets certain criteria, including compliance with grant assurances.

Recommend mentioning Mead Airport is within the study area, since it has an impact in that last category.

Public Comment #35:

Pg 72. STA should be defined with the first mention in this section (Spokane Transit Authority).

Public Comment #36:

Pg 73. Is it worth referencing park and ride locations on this map so readers could see the one closest to them alongside all the locations they could then reach by bus.

Public Comment #37:

Pg 78. FSI is described here as fatal and serious, however "serious crashes" is not a metric in this space. "Serious injury crashes" is an important distinction that should be made here.

Public Comment #38:

Pg 84. Thank you for providing a link to the Emergency Management Plan, I appreciate the easy access to other connected references. The formatting of that footnote doesn't directly link to the page - it adds part of another weblink and goes to a not found page because of that error.

Public Comment #39:

Pg 119. At least for state assets, I recommend generally referencing "preservation and maintenance" unless specifically talking about "preservation" or "maintenance" separately. Both programs work together to keep the existing system working.

Public Comment #40:

Pg 16. Consider removing or revising the 8th bullet "Air quality plans"

Public Comment #41:

Pg 17. Consider removing the following language 2nd paragraph "transportation conformity determination for projects in non-attainment and maintenance areas that are not exempt for conformity" since SRTC is no longer operating under a maintenance plan.

Public Comment #42:

Pg 17. Consider removing or revising the 2nd (Major scope changes (as determined by Interagency Consultation) and/or 5th bullet (Any other project or plan change deemed "major" by SRTC via interagency consultation) since interagency consultation is now a thing of the past.

Public Comment #43:

Pg 44. Consider removing or revising the 4th bullet "Is determined by the SRTC Board or Interagency Consultation Group to have the potential for adverse emissions impacts." Maybe this still applies to the SRTC Board, but likely not the interagency consultation process that is no longer needed. I tried to catch any outdated transportation conformity/AQ text that should be removed or revised, but may have missed some. Might be worth doing a search for key words to ensure it's updated throughout the document.

Agency Response #2:

Updates made.

Public Comment #44:

Pg 65. Consider using data from the CTP-HSTP as well

Public Comment #45:

Pg 100-103. Consider referencing the HSTP and TDP here

Public Comment #46:

Pg 177. Highlight and incorporate recommendations from CTP HSTP

Agency Response #3:

Data sources in Horizon 2050 are consistent with what is used in the CPT-HSTP. The TDP and CPT-HSTP are discussed in the Public Transportation section in Chapter 2. Projects from the CPT-HSTP are supported through the Transit Program in Chapter 4. To bring further attention to the CPT-HSTP, it has been added to the list of informing plans and studies at the beginning of Chapter 4. SRTC will be updating the CPT-HSTP in 2026.

Public Comment #47:

Pg 65. Truck parking has been an area of emphasis in recent years at different levels. Is there anything more to say on this for the SRTC region? Any plans, discussions, efforts, projects? One sentence feels like a disservice to this complex problem.

Public Comment #48:

Pg 110. Truck parking is again a one-sentence mention. With so much freight moving by truck now and in the future, is truck parking not a significant issue in the Spokane region?

Agency Response #4:

To develop more understanding around this, the plan notes an upcoming Truck Parking Study that SRTC will lead during 2026.

Public Comment #49:

Pg 15. Under "Our Transportation System:" How many carpool, rideshares are being offered annually by STA and others? Would be great to add in this data as this is different from bus ride data.

Agency Response #5:

This is a higher order summary of the system. Van pool numbers are provided in Chapter 2.

Public Comment #50:

Pg 72. AASHTO recommends shy distance from curbs and not including gutter pans in a bike lane width. Consider this update to the class II text: "Class II - Bike Lane: Portion of the roadway, which has been designated by striping, signing, and pavement marking for the preferential or exclusive use

of bicycles. Minimum usable width of 5 feet with an additional 8-inch stripe and a shy distance from any curb or barrier". AASHTO bike guide has a thorough discussion regarding excluding gutter pans and considering usable path width, but this addition should help carry the message. Since you are using the definitions to classify existing facilities you could add a statement about "legacy facilities designed to an older standard"

Agency Response #6:

Text modification made. Also note SRTC does not implement design standards but relies on our member agencies to design and construct facilities in accordance with national guidance and local standards.

Public Comment #51:

Pg 74. Be sure to reference where data comes from: "In 2019 there were 6,205 pedestrians killed in traffic crashes, a 2.7 percent decrease from the 6,374 pedestrian fatalities in 2018 . This is the highest number of pedestrians killed annually since 1996. As for bicyclist fatalities, in 2019 there were 846 bicyclists killed in motor vehicle traffic crashes, a decrease from 871 in 2018." This is national data and it is probably unnecessary to say more than the current number with regard to the national issue. For example: "Nationally, there is an unacceptable number of pedestrian and bicyclist fatalities. In 2024, XXX pedestrians and YYY bicyclists were killed in traffic crashes (citation)." And then it would be good to provide SRTC crash data and add any trends there like increasing/decreasing.

Agency Response #7:

Minor update made to text. The breadth of additional numbers suggested here not included. This can be found in the referenced Regional Safety Action Plan.

Public Comment #52:

The auto-truncation for sentences is an understandable design choice, however the extra hyphenation it creates makes this document much more challenging to read and follow along with. Justified paragraphs would solve this issue with generally low impact to vertical paragraph space, though it would be reasonable to assume that a change would alter the layout of the whole document. Some of the paragraphs on page 64/92 and 65/93 are particularly egregious in this way.

Agency Response #8:

Thank you for the comment. We have made efforts to limit the amount of hyphenation in the text.

Public Comment #53:

Pg 21-22. Will the number or percentage of responses from each public event be made available to interpret figure 1.9? For example, Active Transportation in between figure 1.9 and 1.10 is significantly different compared to other differences. Might an imbalance of responses at the Spokane Bike Swap compared to other events have effected this? The public would be unable to apply critical thinking to the plan without that data to determine if sources or methods would have a potential bias.

Agency Response #9:

Figure 1.10 is polled from the SRTC Board of Directors as compared to the broad public feedback in Figure 1.9. Figure 1.9 includes feedback from multiple events so one single event would not move the percentage of responses significantly.

Public Comment #54:

Pg 56. Recommed reiterating that the timing of roadway preservation impacts the total cost of maintaining roads. Allowing roads to degrade to poor conditions can result in three to fives times the cost, meaning that adequately funding preservation each biennium leaves more funds available to invest in other needs in the long term. Conversely, the opposite approach funding other investments and deferring preservation results in more and ultimately unnessarily funding needed for preservation in the future. One could even frame it as a debt with interest that is hidden in the fine print. Could also place some of this messaging on page 59.

Agency Response #10:

Lifecycle costs are discussed in later sections of the document. Thank you for the comment.

Public Comment #55:

Pg 60. Good discussion of preservation and maintenance impact on extending useful life. Although not within the 20 year period, a large number of bridges in Washington will be reaching 75+ years between 2050-2060. It might be good to highlight the useful life of bridges and the age of bridges in the planning area, tie that to maintenance and preservation to meet and extend the useful life, but also foreshadow the inevitable need to replace bridges. Again, while outside the time horizon, decisions this plan influences may impact the decisions that can be made in that area of the future.

Agency Response #11:

Bridge conditions and ongoing preservation is a challenge noted in Horizon 2050. Thank you for the comment.

Public Comment #56:

Pg 60-61. Either as part of this update or a future update we would love to provide some information on the status of bridges statewide and in the region to discuss the growing need in out-years.

Agency Response #12:

This may be more appropriate to include in the next update. SRTC is always open to discussions on bridge data and long-term needs.

Public Comment #57:

Pg 71. Does the bar chart intentionally not show prepandemic levels? If so, why? Is Spokane International performance up or down relative to 2019 and before? Is the growth shown recovery or improvement? The text does not talk much about this figure and what the data means, and I feel like it should. As an example, air cargo seems to be in decline from 2022. Why is this, when Amazon Air added an air cargo sorting facility in 2021? Passenger growth doubled in two years and seems to be going quite well - what is the driver of this? Limited data can lead to different interpretations of real trends.

Agency Response #13:

It is not intentional to exclude pre-pandemic numbers, just standardized at last 5 years. There is a spike in air cargo likely attributed to increased online shopping during the heart of the pandemic. Despite a show of decline from this peak, forecasts indicate air cargo volumes trending higher over the long term.

Public Comment #58:

Pg 83. Recommend increased clarity on what these percentages mean and what represents the 'whole' for each of these categories.

Agency Response #14:

The graphs represent the percent of total FSI crashes in Spokane County 2018-2022 for each impairment or causal type, if noted in the crash data.

Public Comment #59:

Pg 100. There is a notable absence of information about the future conditions of the existing infrastructure relative to funding realities. WSDOT is currently funded at 40% of what it takes to keep the existing system working. This means that over 20 years, if nothing changes, sizeable portions of the state transportation system will become unusable.

Without mincing words, the question in the next 20 years is "which state roads should the region prioritize for closing?" unless additional funding is secured for preservation and maintenance. Let's coordinate.

Agency Response #15:

Update made in Chapter 4.

Public Comment #60:

Pg 131. This could be resolved in the appendix, but since it is not available, this portion becomes confusing.

Revenues taken from the TERFC should be in current dollars. They are only affected by the CPI if they are tied to a percentage of the sale of something influenced by inflation. For example, gas taxes are calculated per gallon, which is constant, so doesn't inflate. Rental car tax revenues are based on % of price so are affected.

Year of Expenditure is a way to communicate costs not revenues - since the cost are related to transportation construction, generally the CCI is used.

WSDOT "revenues" are actually spending/costs and so those are communicated in YoE and growth is based on CCI.

I believe this section tries to say all this, but it is very disjointed. Could potentially be more direct to avoid confusion.

Agency Response #16:

Comment noted, thank you. Appendix C is available to provide additional detail.

Public Comment #61:

Pg 136. I appreciate showing the potential results of the investment scenario, it is a good part of the flow and transition of this chapter. It might also be appropriate, and if available to show how investment in maintenance and preservation at current projections would play out in 2050 under the federal performance measures and state and local goals. This would help provide a similar transition

from need, fiscal constraint, and likely performance outcome for some of the preservation related strategies in the next section.

Agency Response #17:

The plan states that the amount of forecasted revenue allocated to preservation and maintenance activities does not meet the regional need through 2050. This high-level projection indicates the big challenge facing this region to keep its infrastructure in a state of good repair.

Public Comment #62:

WSDOT at this time does not have the I-90/Barker Rd Interchange project identified in our plans or for funding. Please remove WSDOT as one of the responsible agencies.

Agency Response #18:

Update made to Figure 4.13.

Online Survey Results

The online survey that was open from January to June 2025 yielded 307 responses. The following sections provide summary results for the eight survey questions. Question 5 allowed for narrative responses by transportation category. A generalized summary is provided below for Question 5; the detailed responses can be found after this in the full survey summary.

General Summary of Question 5

Biking and Walking Facilities and Connectivity

- ▶ Concerns: Lack of protected and connected bike lanes, missing or damaged sidewalks, unsafe intersections, poor maintenance (especially in winter), and unsafe driver behavior.
- ▶ Suggestions: Build protected bike lanes, improve sidewalk coverage, enhance lighting, and enforce traffic laws.

Roadway Facilities and Connectivity

- ▶ Concerns: Poor road maintenance, potholes, and lack of multimodal connectivity.
- ▶ Suggestions: Improve traffic light timing, add roundabouts, and upgrade infrastructure for all users.

Areas of Excess Traffic Congestion and Delay

- ▶ Concerns: Major congestion points include I-90, Division Street, and key intersections.
- ▶ Suggestions: Better traffic management, expanded public transit options, and infrastructure upgrades.

Public Transit Service

- ▶ Concerns: Limited service coverage, infrequent buses, long travel times, and safety issues.

- ▶ Suggestions: Increase service frequency, expand routes, improve cleanliness, and consider light rail or rapid transit options.

Roadway Safety

- ▶ Concerns: Speeding, poor lighting, potholes, and lack of pedestrian infrastructure.
- ▶ Suggestions: Implement traffic calming measures, enforce traffic laws, and improve road conditions.

Freight Service and Delivery

- ▶ Concerns: Large trucks on residential roads, poor signage, and delivery issues.
- ▶ Suggestions: Improve enforcement and design infrastructure to better accommodate freight movement.

Land Use and Development Patterns

- ▶ Concerns: Urban sprawl, lack of walkable neighborhoods, and poor integration with transit.
- ▶ Suggestions: Promote higher density, mixed-use development, and better planning aligned with transportation.

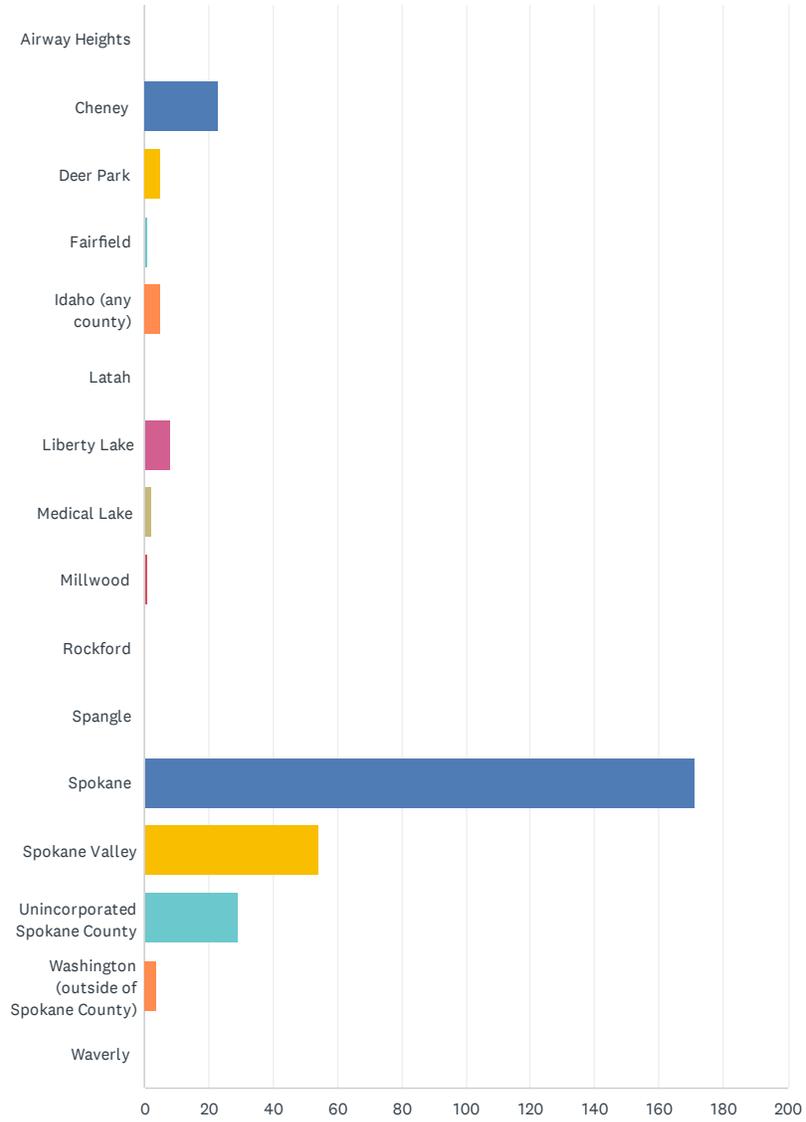
Other Comments

- ▶ Concerns: Snow removal, homelessness, public safety, and lack of regional rail.
- ▶ Suggestions: Invest in infrastructure, improve planning, and consider regional transit solutions.

Full Online Survey Summary

Q1 First off, tell us about yourself, I live in:

Answered: 303 Skipped: 3



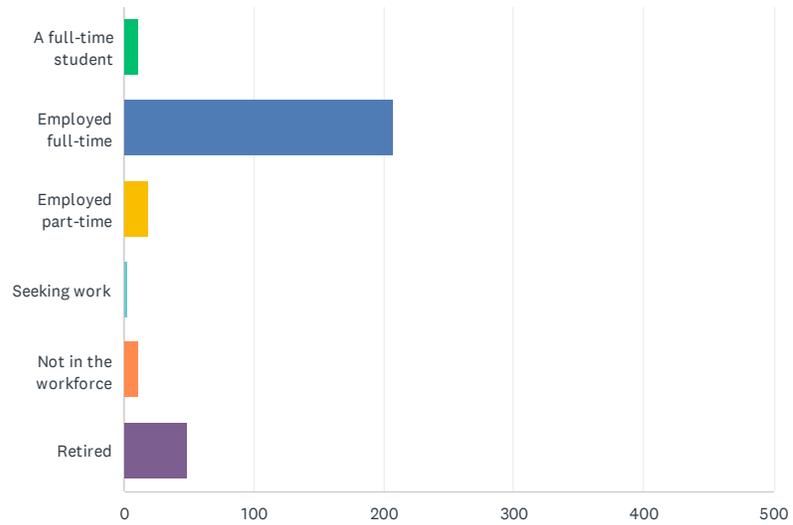
Horizon 2050: Spokane Region Long-Range Transportation Plan - Public Survey

ANSWER CHOICES	RESPONSES	
Airway Heights	0.00%	0
Cheney	7.59%	23
Deer Park	1.65%	5
Fairfield	0.33%	1
Idaho (any county)	1.65%	5
Latah	0.00%	0
Liberty Lake	2.64%	8
Medical Lake	0.66%	2
Millwood	0.33%	1
Rockford	0.00%	0
Spangle	0.00%	0
Spokane	56.44%	171
Spokane Valley	17.82%	54
Unincorporated Spokane County	9.57%	29
Washington (outside of Spokane County)	1.32%	4
Waverly	0.00%	0
TOTAL		303

Horizon 2050: Spokane Region Long-Range Transportation Plan - Public Survey

Q2 I am:

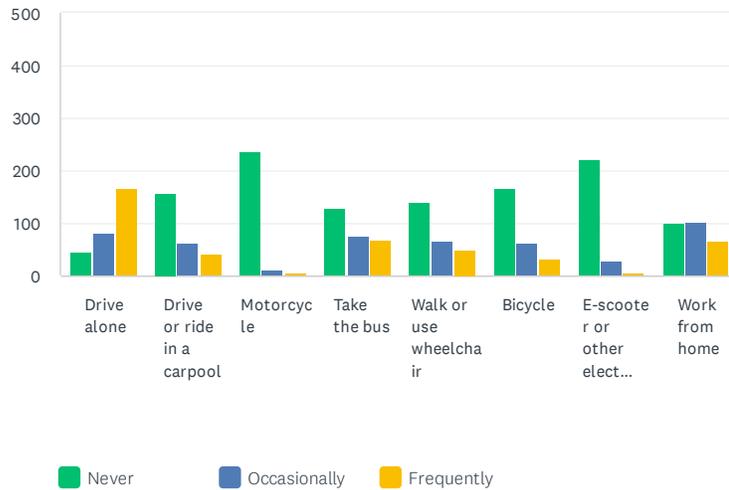
Answered: 303 Skipped: 3



ANSWER CHOICES	RESPONSES	
A full-time student	3.96%	12
Employed full-time	68.65%	208
Employed part-time	6.27%	19
Seeking work	0.99%	3
Not in the workforce	3.96%	12
Retired	16.17%	49
TOTAL		303

Q3 For your typical daily trips (e.g. work or school commute), how often do you do the following:

Answered: 305 Skipped: 1



	NEVER	OCCASIONALLY	FREQUENTLY	TOTAL
Drive alone	15.65% 46	27.89% 82	56.46% 166	294
Drive or ride in a carpool	60.46% 159	23.95% 63	15.59% 41	263
Motorcycle	93.70% 238	4.33% 11	1.97% 5	254
Take the bus	46.89% 128	28.21% 77	24.91% 68	273
Walk or use wheelchair	54.09% 139	26.07% 67	19.84% 51	257
Bicycle	63.74% 167	24.43% 64	11.83% 31	262
E-scooter or other electric mobility device	87.01% 221	11.02% 28	1.97% 5	254
Work from home	37.27% 101	38.01% 103	24.72% 67	271

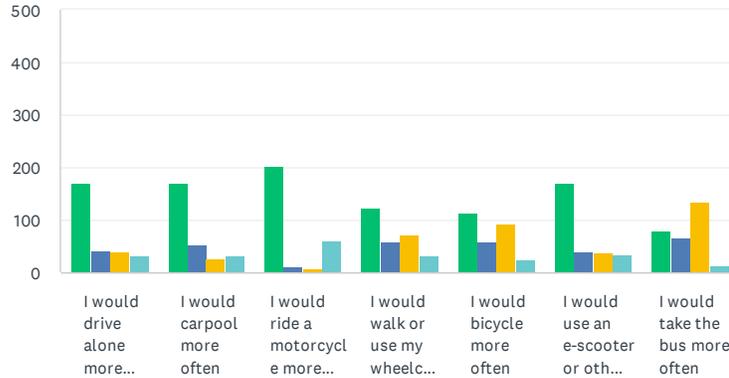
#	OTHER (PLEASE SPECIFY)	DATE
1	Available later in employment	6/23/2025 8:56 AM
2	I take walks for excersize.	6/21/2025 8:25 AM
3	Ride with spouse	6/2/2025 9:44 PM
4	Or drive with my spouse.	5/10/2025 4:52 PM

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5	Do lots of work, but not for money	4/26/2025 4:18 PM
6	Disabled without car or reliable transportation	4/3/2025 11:18 PM
7	Retired	3/28/2025 4:48 PM
8	Drive with Kids	3/14/2025 12:25 PM
9	I drive my kids to and from school a lot on my way to work.	3/6/2025 6:51 PM
10	Rideshare (Uber/Lyft)	2/26/2025 9:09 AM
11	Drop off kids then drive to park and ride and take the bus.	2/25/2025 1:25 PM
12	It is a free society. This bus thing is communist. The buses drive around empty for the most part. Buy mini vans. Stop pushing this agenda on me with my tax dollars. Listen to America right now. This theft of tax dollars has to stop. It's our money not yours!	2/25/2025 12:02 PM
13	My job does not allow me to work from home.	2/25/2025 11:44 AM
14	Flex day off	2/25/2025 11:12 AM
15	Retired	2/21/2025 3:39 PM
16	e-scooter riders violate a lot of rules, see comments below	2/21/2025 11:30 AM
17	Razor scooter	2/19/2025 11:19 AM
18	carpool 1-2x/wk, telework 2x/wk, SOV 1-2x/wk	2/13/2025 10:07 AM
19	Walk	2/2/2025 2:03 PM
20	Try to share the road	2/1/2025 11:43 AM
21	My neighbor and I shop together. She is elderly and doesn't drive.	1/29/2025 7:31 PM

Q4 If infrastructure and/or travel and safety conditions were to improve, how likely would it affect your travel choice to conduct your typical daily trips:

Answered: 303 Skipped: 3



■ Not Likely
 ■ Moderately...
 ■ Likely
 ■ N/A

	NOT LIKELY	MODERATELY LIKELY	LIKELY	N/A	TOTAL
I would drive alone more often	60.35% 172	14.74% 42	13.68% 39	11.23% 32	285
I would carpool more often	60.64% 171	18.79% 53	9.22% 26	11.35% 32	282
I would ride a motorcycle more often	72.50% 203	3.57% 10	2.50% 7	21.43% 60	280
I would walk or use my wheelchair more often	43.71% 125	20.28% 58	24.83% 71	11.19% 32	286
I would bicycle more often	38.89% 112	20.49% 59	31.94% 92	8.68% 25	288
I would use an e-scooter or other electric device more often	60.71% 170	13.93% 39	12.86% 36	12.50% 35	280
I would take the bus more often	27.15% 79	22.34% 65	46.39% 135	4.12% 12	291

#	OTHER (PLEASE SPECIFY)	DATE
1	No busses in the otus orchard and Newman lake	6/30/2025 5:34 PM
2	Would love light rail!!!	6/24/2025 8:32 AM
3	I would take the light rail!!	6/23/2025 9:48 PM
4	I am 70, semi retired. i will likely need to use public transportation inside of the next ten years.	6/21/2025 8:25 AM
5	We want light rail like a real city.	6/17/2025 8:37 PM

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6	I don't commute to work, being retired. When I still did work downtown, I would have taken the bus had there been a bus from anywhere near us (Qualchan area)	5/10/2025 4:52 PM
7	I would see my friend more often...she can't drive because she has seizures, and Paratransit doesn't serve her area in Otis Orchards...yet, she pays taxes just like everyone else in the area.	4/26/2025 4:18 PM
8	walking and driving in areas of Spokane and vicinity does not feel safe with so many speeding vehicles and people in particularly the downtown area ignoring street lights and just crossing streets in the middle or taking over sidewalks to make them impassable for walkers	4/16/2025 7:46 AM
9	A reliable streetcar-style system, consistent sidewalks, and better lighting along main roads are essential for good city transportation	4/3/2025 11:18 PM
10	No amount of bike lanes will make people ride bikes more.You can't mandate behavior	4/2/2025 11:15 AM
11	I do not consider driving/walking in and around downtown very safe because of the possibility of being confronted by undesirable individuals living/loitering in these areas without any apparent consequences	3/26/2025 11:03 AM
12	My neighborhood doesn't even have bus service currently. As though we don't pay taxes like everyone else	3/25/2025 7:19 PM
13	Continue to walk and bus for transportation and get rides to appointments at distances with friends as long as possible.the	3/20/2025 2:35 PM
14	I live in a rural part of the county so commute options are limited.	3/3/2025 9:34 AM
15	I would like to take the bus from Millwood to EWU in Cheney on work days but the routes are inefficient.	2/26/2025 4:31 PM
16	I already take the bus daily, but I would still like things to improve	2/26/2025 10:53 AM
17	If there was a lightrail system I would take that in lieu of driving	2/26/2025 10:20 AM
18	I would take a train. Build the infrastructure. Also, complete the north-south freeway. What a joke that has been.	2/26/2025 8:48 AM
19	Light rail from Coeur d'Alene - take frequently	2/26/2025 8:13 AM
20	EV charging stations at EWU would improve my driving a carpool.	2/25/2025 12:30 PM
21	It is a free society. This bus thing is communist. The buses drive around empty for the most part. Buy mini vans. Stop pushing this agenda on me with my tax dollars. Listen to America right now. This theft of taxes dollars has to stop. It's our money not yours!	2/25/2025 12:02 PM
22	electric Scooters are dangerous!!! They need to be regulated better by the Cities! Som of my answers in #6 were removed.. FYI	2/21/2025 11:30 AM
23	I would do literally anything other than my personal vehicle if given the chance. Carpooling does not offer enough flexibility though.	2/18/2025 7:54 PM
24	Drive about the same	2/2/2025 2:03 PM
25	I have illnesses that prevent using other transportation	1/29/2025 7:31 PM

Q5 Do you have transportation system issues/barriers you'd like to share that impact your ability to safely and efficiently move around the region and make travel mode choices? If so, please elaborate on what improvements are needed in the appropriate category and specify locations as applicable.

Answered: 230 Skipped: 76

ANSWER CHOICES	RESPONSES	
Biking and walking facilities and connectivity	60.43%	139
Roadway facilities and connectivity	26.52%	61
Areas of excess traffic congestion and delay	37.83%	87
Public transit service	67.39%	155
Roadway safety	47.83%	110
Freight service and delivery	13.48%	31
Land use and development patterns	29.13%	67
Other	15.65%	36

#	BIKING AND WALKING FACILITIES AND CONNECTIVITY	DATE
1	Missing or disconnected sidewalks and bike infrastructure	6/27/2025 10:26 PM
2	sidewalks need repair, crosswalks need to be lit, bike lanes need to be *protected*.	6/27/2025 7:03 AM
3	The convergence of Riverside and First Ave in front of Fire Station 4 is a nightmare. The on and off-ramps from the Maple Street Bridge make it very difficult to navigate on a bike.	6/26/2025 10:45 AM
4	More bike lanes and pedestrian space in downtown spokane.	6/26/2025 10:37 AM
5	The bike lanes in Spokane are not protected, they frequently end out of nowhere, they are not plowed in the winter and are generally full of debris - including broken glass. Spokanes general lack of bike infrastructure and maintenance is a substantial deterrent.	6/26/2025 9:46 AM
6	More protected bike lanes, bump outs, raised crosswalks, pedestrian lights shouldn't require a button to press, r	6/26/2025 9:06 AM
7	Please make roads more pedestrian friendly: lw will encourage walkability and get rod of ugly parking lots that could house businesses, projects, green spaces, etc	6/25/2025 4:22 PM
8	It would be nice to have more designated walking and biking trails. A system that connects the current children of the sun and centennial trail to the south part of the city	6/25/2025 3:31 PM
9	Lack of a cohesive and safe network. It is not safe to bike in 80% of Spokane and the Valley. People drive to fast and their is not safe bike lanes usually	6/23/2025 9:48 PM
10	Safer bike lanes with reduced traffic facing	6/23/2025 8:56 AM
11	Too far to walk with groceries, etc., to and from the bus stop. Considering an electric bike with baskets.	6/21/2025 8:25 AM
12	Protected facilities	6/17/2025 10:42 PM
13	Impossible to safely do any of this in winter outside the city core. Sidewalks in terrible repair and biking with traffic in winter = death.	6/17/2025 8:37 PM
14	Bike lanes need physical protection and more connectivity and signage to improve awareness.	6/17/2025 4:48 PM

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Also we need to enforce no parking in bike lanes. This is common on upriver dr.

15	We need more grade separated bike paths. Cars don't look for bikes and it can be scary and dangerous. For example the path on Riverside I have almost gotten doored by someone getting out of the passenger side of a car, since the path is in between the sidewalk and the parking spaces.	6/11/2025 7:17 AM
16	Some portions of the region do not include sidewalks for walking, or barriers between traffic and paths for pedestrians and bicycles. I avoid these areas.	6/10/2025 9:57 PM
17	Scared to bike in downtown due to lack of bike paths	6/9/2025 7:53 AM
18	Lack of bike lanes. Definite lack of street sweeping /sweeping side walks. All that sand applied in the winter is thickly piled up. Unsafe. Especially at night	6/5/2025 9:34 PM
19	Lack of safe places to cross multi-lane streets (IE crosswalks with the blinking lights). Francis between Alberta and Indian Trail as one example	6/5/2025 7:25 PM
20	Most of the sidewalks people like to block them so you have to walk in the road and the drivers get mad	6/5/2025 3:38 PM
21	Having a barrier between the road and bikeways is essential to making bikers feel safe!	6/4/2025 10:41 AM
22	Riding my bicycle anywhere on Argonne to get to the centennial trail. is suicide.	6/3/2025 10:55 AM
23	Separate bike lanes from arterials, safer for both groups.	6/3/2025 4:34 AM
24	Safety on busier roads and lack of sidewalks	6/2/2025 8:54 PM
25	More trails and sidewalks needed so you can walk safely around neighborhood or ride an e-bike while limiting automobile interaction	6/2/2025 10:24 AM
26	More safe shared right of way amenities and exclusive bicycle infrastructure that is continuous and connected	5/29/2025 2:49 PM
27	Connectivity and condition of paved trail systems	5/27/2025 4:25 PM
28	Bike facilities in northwest Spokane are lacking: the arterials are major barriers (Indian Trail, Francis, Maple, Ash, Monroe, Wellesley)	5/19/2025 7:41 PM
29	Sidewalks w no separation from fast-moving traffic. Disconnected bike lanes	5/19/2025 7:26 AM
30	I live on West 8th and work at Gonzaga. Most of the bike ride there is well connected except the strip of 4th Ave between Walnut and Jefferson, which feels dangerous for bikers.	5/17/2025 8:51 AM
31	Due to Spokane County Bldg & Planning Departments continued development of open land in the Glenrose area Glenrose Road is receiving a lot more traffic. There is no shoulder on the road. The intersection of 8th & Carnahan is being overwhelmed at times of the day. At this point there are no plans for infrastructure improvements. The greatest risk to the community is wildfire. We have set ourselves up for a situation similar to what happened in California where people burned up in their cars because they were unable to escape. The Fire District 8 defers to Spokane Bldg & Planning. SBP is unwilling to pull back on development. We seem to have to wait until there is a catastrophe before we can react.	5/16/2025 11:12 AM
32	I wish that we had more walkable areas in our region. I would walk moderate distances if there were more facilities and I felt safe to do so.	5/16/2025 10:36 AM
33	Got rid of our bikes; our bones wouldn't like a fall! We walk extensively but only for exercise and for getting around while shopping.	5/10/2025 4:52 PM
34	Dangerous most places, need dedicated lanes, etc.	4/16/2025 10:06 AM
35	E-bikes often are speeding on Centennial trail--as a pedestrian I have been almost hit by one before.	4/15/2025 8:19 PM
36	Continue to fill gaps in bike infrastructure. In many places it has improved. Top of mind is gap in separated Centennial Trail on Upriver Drive and crossing at Argonne Rd. Bike connectivity around NW Blvd through Cochran and Alberta also needs improvement.	4/8/2025 10:12 AM
37	Motorist education on crosswalks. Cars usually don't stop.	4/5/2025 10:14 PM
38	There are unpredictable unpaved breaks in sidewalks along major roads (e.g. Freya on South	4/3/2025 11:18 PM

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Hill) that make walking, especially for disabled people, impossible. Street lights are almost nonexistent along much of the same, which makes walking, driving, or biking dangerous in low light. There are no ways to get a safe or reliable ride home from the hospital emergency room after being discharged. Buses are little to nonexistent late at night/early in the AM, and there are no real-time disability services that can provide any kind of that essential service. Low income, sick and disoriented, and/or disabled people are discharged from the hospital emergency room and are not allowed to wait inside for a ride even during the bitterest cold of winter. Their only option is to try and find a bus stop that (maybe) is going towards where they need to go. Paratransit from STA does not allow same-day appointments and the wait time and transit time is very, very long even with 24 hour plus notice. Even major roads are badly paved and very bumpy, which causes much pain to those on public transport, let alone making walking along major arterial roads close to impossible even during fair weather. Spokane needs to look towards vital infrastructure and options for low-income, poor, disabled, and car-less and bike-less people if they want to improve ways to safely and efficiently move around the region.

39	No	4/2/2025 11:15 AM
40	Safer east/west bike routes between Spokane and Spokane Valley. Sprague/Appleway was terrifying even on a Honda scooter. Heavy truck traffic on Broadway.	3/31/2025 12:22 PM
41	Spokane needs more bike racks. I have an e bike and would ride it more often to do errands, but there are no bike racks to lock my bike up.	3/26/2025 4:16 PM
42	Just generally poor infrastructure for this	3/26/2025 9:16 AM
43	More bike lanes and dedicated bike paths.	3/26/2025 8:00 AM
44	Increase trails & connectivity	3/25/2025 7:45 PM
45	Sidewalks out of my neighborhood (there is only one road out) are completely buried in snow when they plow, forcing us to walk in the street	3/25/2025 7:19 PM
46	I feel safe walking around my neighborhood from 57th down and along 29th along Regal.	3/20/2025 2:35 PM
47	More sidewalks and cleared sidewalks	3/17/2025 12:33 PM
48	Not enough separated walking/biking paths	3/14/2025 12:25 PM
49	I don't trust drivers attention so I don't bike to work and I am always very aware when walking to protect myself.	3/14/2025 10:01 AM
50	Bike lanes aren't cleaned often enough	3/14/2025 7:05 AM
51	None	3/13/2025 8:15 AM
52	Not enough bike lanes, makes biking longer distances through Spokane unsafe	3/12/2025 1:57 PM
53	More separated and connected facilities that are maintained yearround	3/12/2025 1:32 PM
54	much safer, greener sidewalks that connect south hill to downtown	3/11/2025 9:09 AM
55	Too many miles of road sharing with cars to feel safe biking into downtown. Need more low traffic routes or dedicated infrastructure (not just painted lanes). Bike storage is also sparse.	3/7/2025 2:23 PM
56	I would like to see more protections for bicycles and more bike lanes, pretty much citywide. Additionally, there are many busy roads with no sidewalk or a sidewalk on only one side that makes it very difficult to get around.	3/7/2025 9:47 AM
57	There are no sidewalks where I live in South Hill and walking is never safe. There's no mixed development or businesses near my home so I have to drive it bus to do anything.	3/6/2025 5:12 PM
58	Downtown in general could use more bike racks - on sidewalks and corners, maybe in some of the car parking lots, so bike commuting is an option for downtown shopping, dining, etc.	3/6/2025 11:05 AM
59	better bike lanes on division	3/5/2025 8:55 PM
60	Safe lanes. It's too dangerous.	3/4/2025 5:23 PM
61	Lack of lanes or adequate shoulders on the roads (particularly Nevada and Wellesley)	3/4/2025 4:46 PM
62	I appreciate where there are clearly marked bike lanes separated from roadway traffic via a line of parked vehicles. Generally, I am very apprehensive towards biking in Spokane due to limited	3/4/2025 11:06 AM

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visibility, roads engineered in manners that do not match their posted speed limits, or only sporadic marked bike lanes.

63	managing showering, bike storage and cycling clothing storage is my largest challenge.	3/3/2025 9:34 AM
64	lack of secure indoor bike parking; lack of connectivity between bike routes - provide more bike parking downtown which is indoors and secure. provide more marked crosswalks; build separated bike lanes; separate sidewalks from streets by sidewalk strips; slow traffic with use of bump outs - provide longer walking times at street crossings with lights	3/2/2025 9:09 AM
65	take money from streets	2/28/2025 8:49 AM
66	n/a	2/28/2025 7:15 AM
67	Nothing serious	2/27/2025 11:05 PM
68	No sidewalks on Flora (approaching Sprague), very dangerous, see people get almost hit daily	2/27/2025 2:43 PM
69	More bike friendly streets North of Division and Lincoln	2/27/2025 12:53 PM
70	Damage to sidewalks or lack of sidewalks makes walking difficult in some neighborhoods.	2/27/2025 12:31 PM
71	Too far from home.	2/27/2025 11:51 AM
72	More separated bike facilities	2/27/2025 11:50 AM
73	crossing major arterials, streets with on street parking, on major arterials, neighborhood with car backing out of driveways not looking for bikes	2/27/2025 9:41 AM
74	More sidewalks	2/27/2025 9:29 AM
75	Upriver portion of Centennial Trail is congested with cars, doesn't feel safe on bike or walking.	2/26/2025 4:31 PM
76	too far	2/26/2025 12:18 PM
77	I don't feel safe biking on the streets that would get me downtown and around the city efficiently. There isn't enough separation or driver education. I've been honked at, yelled at and cutoff. More than once I've had the right of way to go straight and a car tries to beat me to the corner to cut a right turn right in front of me.	2/26/2025 9:50 AM
78	It is difficult to cross Division in many places. Crosswalks are spaced far apart and often require going out of the way to cross safely (e.g., between Sharp and North River Drive and other places along N Division). It does not feel safe riding a bike in Spokane unless on a trail, protected bike lane, or clearly marked greenway.	2/26/2025 9:09 AM
79	Fabulous in CDA	2/26/2025 8:13 AM
80	No biking trails in my area near work.	2/26/2025 8:09 AM
81	Spokane is a very large area, and it is not conducive to riding a bike or walking everywhere. Traffic is also a danger.	2/26/2025 8:02 AM
82	No sidewalks or street lamps in my neighborhood	2/26/2025 7:38 AM
83	Trail River Crossings	2/26/2025 7:02 AM
84	I live near the Iron Bridge and work in Medical Lake. Cycling infrastructure is great up to the top of Sunset hill. Geiger Blvd has no shoulder. In fact, there are many sections in which there is not even white line or the white line is crumbling. There is copious truck traffic to/from the Waste To Energy facility. Past Grove, there is an excellent path; however, Amazon has erected a fence on the path. There is active development in the area which has removed sections of the path. I know that my risk of death is greatly enhanced due to these circumstances.	2/25/2025 8:04 PM
85	We need protected bike lanes. I don't feel safe riding in the street with distracted and aggressive drivers	2/25/2025 4:44 PM
86	too many roads without space for cars to go around, shadle park has many homeless individuals, garbage and waste	2/25/2025 4:17 PM
87	Insufficient dedicated bike lanes	2/25/2025 3:51 PM

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88	bicycle lanes are inconsistent and often don't feel protected enough. Sidewalks are not well-shaded in summer and not well shoveled in winter. Unprotected sidewalks are generally unpleasant (walking right next to traffic with no real barrier).	2/25/2025 3:26 PM
89	Monroe bridge - not bicycle friendly. Intersection at the south end of the bridge is incredibly difficult to navigate. Since Maple is impossible, hard to find a good place to cross without going all the way to Post, and then you still have to deal with the intersection because it merges back into Monroe.	2/25/2025 1:39 PM
90	Safer bike lanes (e.g., separated lanes). More cross walks on 29th (near Arthur specifically) would facilitate walking to pick daughter up from school bus.	2/25/2025 1:25 PM
91	I am not comfortable biking along main roads in Cheney as most do not have bike paths and are right next to cars.	2/25/2025 1:10 PM
92	After seeing how other motorists treat cyclists, I will never attempt to commute using a bicycle. Even when they are going appropriate speeds and following all laws, drivers constantly crowd them, honk at them, and nearly run them over.	2/25/2025 1:04 PM
93	It is not safe to walk in downtown Spokane alone as a woman.	2/25/2025 12:55 PM
94	mostly weather-related	2/25/2025 12:30 PM
95	U-District bike/ped bridge has really poor south landing connectivity	2/25/2025 12:27 PM
96	Safe and accessible routes for pedestrians/cyclists	2/25/2025 12:25 PM
97	Being lanes needed on all roads. Sidewalks needed in neighborhoods- when it snows you have to walk down the middle of the road	2/25/2025 12:04 PM
98	Many sidewalks and bike lanes are dead ends or nonexistent beyond connections to large areas of employment. Being able to bike or walk to more locations for shopping or other leisure activities would be amazing.	2/25/2025 12:04 PM
99	Improved pedestrian safety in by-ways between my home and the bus stop	2/25/2025 12:03 PM
100	Bike routes in the Latah valley are narrow and dangerous. It Hangman Valley road, Baltimore, and Palouse Hwy need widening.	2/25/2025 12:02 PM
101	Not enough safe walking/biking on south hill and rural outlying areas. (south hill to Cheney/Airway Heights)	2/25/2025 11:56 AM
102	Not enough safe crosswalks in Cheney and around EWU. The crosswalks need light indicators to deter vehicles from flying through them. This is most prominent on 1st street in Cheney	2/25/2025 11:52 AM
103	Bike Lanes that connect downtown Spokane to the fish lake trail. Completing the fish lake from Salva to fish lake.	2/25/2025 11:46 AM
104	Busy streets with no way to cross safely on a bicycle. Creating safe routes that interconnect are critical. E.g. not having to rely on routes that push you out onto a busy arterial.	2/25/2025 11:45 AM
105	More connectivity is needed	2/25/2025 11:41 AM
106	I live fairly close to centennial trail, but construction blocks my route right now.	2/25/2025 11:22 AM
107	Everything is far away from everything else	2/25/2025 11:21 AM
108	Getting to areas with businesses and shops typically involves major arterials that are not protected and scary, making it difficult to use bikes for anything more than recreation.	2/25/2025 11:14 AM
109	Lacking or uneven sidewalks; Bike lanes connecting to trails not prevalent and debris in lanes.	2/25/2025 11:13 AM
110	the hill is too steep for bicycles	2/25/2025 11:11 AM
111	Bike path from my home to work is dangerous	2/25/2025 10:54 AM
112	I would bike to work if I had dedicated protected bike lanes that vehicles could not swerve into easily.	2/23/2025 3:07 PM
113	Sidewalk gaps and multi-family housing disconnected from the rest of the region's sidewalk network	2/21/2025 1:11 PM

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114	Need more protected bike lanes	2/21/2025 1:04 PM
115	there are plenty of walking trails around cities. It's a shame some of the public facilities are destroyed by some people	2/21/2025 11:30 AM
116	It would be nice if there was a short connector trail from downtown Cheney to the Fishlake Trail/Columbia Plateau Trail. Currently the best option would be to take Cheney Spokane Road which cars go very fast on and there's not a lot of room for them to pass bikers safely.	2/20/2025 7:58 PM
117	Lack of bike lanes	2/20/2025 2:35 PM
118	Bikers ignoring traffic laws, lights, and signs as well as moving between traffic and pedestrian status to ignore traffic and traffic laws.	2/20/2025 2:35 PM
119	need to work on my bike have not used it in years	2/20/2025 12:43 PM
120	The bike lanes in this town seem really poorly designed and dangerous and favors drivers and cars.	2/20/2025 11:37 AM
121	More sidewalk connectivity. More safe bicycle routes.	2/19/2025 9:06 AM
122	More safe bike routes from garland district to Kendall yards and downtown	2/19/2025 6:47 AM
123	In many parts of Spokane there are not safe areas to walk — like virtually no sidewalk at all (ie Driscoll Ave.)	2/18/2025 9:50 PM
124	Bike lanes are not nearly protected enough and the ones that do feel safe don't connect to anything.	2/18/2025 9:41 PM
125	Spokane has prioritized personal vehicles to an extent that has made every other mode of transportation incredibly inhospitable and often hostile. Crossing Ash/Maple, Ruby/Division, Hamilton, 3rd, 2nd, etc. is incredibly unsafe for pedestrians and bicyclists. These streets have become barriers that literally divide Spokane for anyone who doesn't have access to a personal vehicle.	2/18/2025 7:54 PM
126	Bike lanes are not well maintained. Gravel and road salt should be cleaned out of bike lanes to prevent catastrophic falls.	2/18/2025 7:27 PM
127	Just need to be generally better and maintained. And code enforcement needs to stop people parking cars on the sidewalk and in bike lanes.	2/18/2025 7:26 PM
128	Classic fragmentation of bike routes (like Sunset hill to the Airport - try riding on Hwy 2 sometime), not to mention Harvard, Trent, etc.	2/14/2025 2:25 PM
129	If there were more biking paths, or bike lanes with barriers	2/13/2025 3:10 PM
130	Need better signage for bike/ped v car at intersections ** More bike lanes	2/6/2025 12:41 PM
131	Need more bike lanes	2/4/2025 8:23 AM
132	I live off of valley chapel road. Safe bike lanes are hard to find and often covered with debris, including glass. Drivers are inattentive, especially along the palouse hwy.	2/3/2025 12:06 PM
133	I'm quite happy with cycling/pedestrian bridges and rights of way.	2/3/2025 12:04 PM
134	Biking is too dangerous. Cars are not mindful or respectful of bicyclists	2/1/2025 11:43 AM
135	Add sidewalks where currently missing. Lack of sidewalks in the neighborhood placing me walking in the street. Speed of cars on the main roads with few opportunities to cross, particularly Maple and Ash streets	2/1/2025 8:22 AM
136	Dangerous road conditions for biking on Sherman street between rockwood blvd and 9th avenue. Frequently encounter garbage cans in the bike lane on commute to and from work on Sherman street and fifth avenue	1/31/2025 9:52 PM
137	Need safe ways to get around on bikes, wheelchairs and walking	1/31/2025 9:07 PM
138	Living south of I-90 just outside the Valley there is not a dedicated bike path that I can use to commute to work on bicycle. If there were such a facility I would bike regularly when weather permits.	1/30/2025 8:56 AM
139	Chronic illnesses	1/29/2025 7:31 PM

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#	ROADWAY FACILITIES AND CONNECTIVITY	DATE
1	The lack of multi-modal transportation infrastructure puts unnecessary and excessive stress on our vehicular traffic and congestion. With more frequent and convenient bus routes, safer bike and trail options, vehicle traffic and congestion would be reduced.	6/26/2025 9:46 AM
2	Traffic lights should be closer to driver so they can't creep into intersections	6/26/2025 9:06 AM
3	I would focus on maintenance as opposed to adding. The roads we have are serviceable, but everything looks so gray and drab.	6/25/2025 4:22 PM
4	there are now some better bike paths; however, the number of poor drivers who do swerve into those lanes must stop.	6/21/2025 8:25 AM
5	Slower traffic speeds	6/17/2025 10:42 PM
6	9 mile and northwest spokane desperately needs a better way to get downtown than NW Blv & Driscoll.	6/17/2025 8:37 PM
7	Clear and safe sidewalks that I can safely cross at intersections from the sidewalk and not have to backtrack	6/17/2025 8:29 PM
8	A lack of bumpouts that let people park all the way to the corner are a big visibility issue for pedestrians and drivers in West Central.	6/11/2025 7:17 AM
9	The timing of traffic lights in the city is awful. For example, I commute to Airway Heights from Deer Park every day via the Ask-Maple corridor. I frequently get a red light at every stoplight. This needs to be evaluated for environmental, driver frustration, and safety standpoint. I frequently experience the same issue on division. There is definitely a way to time the lights based on time of day and knowledge of traffic patterns.	6/8/2025 7:40 AM
10	fix the damn potholes! Roundabouts are cool.	6/3/2025 4:34 AM
11	Rural	6/2/2025 9:44 PM
12	Congested intersections	6/2/2025 8:54 PM
13	Trent west of Argonne - the new concrete/turn lanes really messed up getting in/out of Safeway +. Bad, bad design!	6/2/2025 5:22 PM
14	Local roads lack funding for repairs and maintenance	5/27/2025 4:25 PM
15	We have enough roads.	5/19/2025 7:41 PM
16	NORTH TO SOUTH AND BACK	5/8/2025 10:31 AM
17	Find ways to help move traffic instead of binding it up and trying to make it inconvenient to drive our private vehicles.	4/17/2025 12:16 PM
18	Roads, even major ones (Freya) and many side streets are bumpy, badly paved, and/or puddle and freeze badly in poor weather. There are a lot of twists and turns and it is very hard to find places, and mail often is misdirected and delivered to the wrong address entirely. Poor lighting (no streetlamps or very, very little) make driving and using the roads and occasional sidewalks very dangerous.	4/3/2025 11:18 PM
19	In downtown Spokane, because of speed of cars and congestion, it is not safe for pedestrians. I think the speed limit for cars should be lowered in congested areas.	3/27/2025 6:07 PM
20	Safety and congestion issues especially where 195 merges into I 90 and Trent to Freya congestion on I 90 in addition to poor traffic infrastructure for downtown distric not sure what the future holds for the infrastructure of that area with increased population and activity from taller buildings downtown already needs a building moritorium until major infrastructure improvements are made including plumbing and energy	3/26/2025 9:16 AM
21	there is a lot of congestion long Regal. Need canpaian to get people on buses. the flumes from cars are bothersome for walker like myself.	3/20/2025 2:35 PM
22	There are many at grade barriers like the railroad tracks and river that don't have great pedestrian/biking facilities over them. Bridges in Spokane do not consider the comfort of the pedestrian/biker.	3/14/2025 12:25 PM
23	None	3/13/2025 8:15 AM

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24	Slow speeds particularly in high injury networks.	3/12/2025 1:32 PM
25	Roads in Spokane are often damaged (potholes) and/or covered with sand/gravel/debris (roads used less often)- makes biking hard	3/7/2025 2:23 PM
26	Everything is far too car dependant.	3/6/2025 5:12 PM
27	More roundabouts, probably could alleviate congestion.	3/4/2025 5:23 PM
28	The block west of Crestline on Empire is in severe disrepair and impacts my commute at times.	3/4/2025 4:46 PM
29	need funding restored	2/28/2025 8:49 AM
30	n/a	2/28/2025 7:15 AM
31	nothing serious	2/27/2025 11:05 PM
32	Add traffic circles in more 4-way intersections	2/27/2025 2:43 PM
33	Sidewalks are narrow.	2/27/2025 11:51 AM
34	I wish Argonne in Millwood & the bridge across I-90 were pedestrian friendly. Lots of folks are walking but the sidewalks are covered in debris/dirty and seem unsafe with the car congestion. Please make the sidewalks more walkable.	2/26/2025 4:31 PM
35	The Spokane city roads are in very poor condition and there are often hazards/debris in the shoulders and bike lanes such as broken glass, rocks, sandy dirt and other stuff that make it dangerous because you have to risk veering out of the way, a tire puncture, or sliding out because you lose traction.	2/26/2025 9:50 AM
36	Finish the north-south freeway. Unreal that it has been this long. Get it together.	2/26/2025 8:48 AM
37	Construction	2/26/2025 8:13 AM
38	The roads are poorly maintained, with not a lot of freeway systems.	2/26/2025 8:02 AM
39	True greenways with no cars	2/26/2025 7:02 AM
40	n/a	2/25/2025 1:25 PM
41	Pothole repairs county wide would be nice	2/25/2025 12:55 PM
42	Roads are okay, potholes are common complaints but I only notice them when I drive.	2/25/2025 12:04 PM
43	more road alternatives on high-commute routes to help congestion	2/25/2025 11:59 AM
44	Better bike signage on roads that are must travel for bike connectivity	2/25/2025 11:46 AM
45	Constructing improvements on roadways that are actually proven to slow down traffic (not just signs) is critical. Many of these improvements easily coexist with snow plowing. Look at some of the small roundabouts on local streets in N Spokane as an example.	2/25/2025 11:45 AM
46	The fact that 904 is really the only way (besides the Cheney/Spokane) into Cheney can be challenging, especially with dicey conditions.	2/25/2025 11:42 AM
47	Unsafe drivers, such as those who speed and are reckless, are a concern	2/25/2025 11:41 AM
48	I already have an extremely long commute. Trying to add the bus ride increases my commute to total 2 hours. Although, I would love to ride the bus it just increases my total travel time too much.	2/25/2025 11:36 AM
49	We need more north south infrastructure	2/25/2025 11:21 AM
50	N/A	2/25/2025 10:54 AM
51	Protected bike lanes with curbs preventing vehicles from drifting into bike lane.	2/23/2025 3:07 PM
52	Road diets in Spokane like on Sprague Avenue, Broadway Avenue, Trent, Monroe, and Crestline look nice (probably got a grant) but they don't allow for the efficient traffic flows, especially when there are wrecks on I-90 and other major roads	2/21/2025 11:30 AM
53	need better sidewalks for walking	2/20/2025 12:43 PM

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54	All of the major connectivity roads are usually shut down by construction that is poorly scheduled and organized. Entire parts of town will be difficult to navigate.	2/20/2025 11:37 AM
55	I'd love to see more roundabouts to get rid of delays.	2/18/2025 9:50 PM
56	The increasing vehicular congestion could be vastly improved by a legitimate BRT system (what we have is only a nod to even a mediocre BRT system), light rail, and increased maintenance of other transportation options. A system of well developed bike corridors would allow for so many commuters to safely choose an option other than a personal vehicle.	2/18/2025 7:54 PM
57	Just build trains.	2/18/2025 7:26 PM
58	Please stop using cheap-seal on bike routes.	2/14/2025 2:25 PM
59	The stretch of I-90 between Sullivan and Argonne could use resurfacing. The road surface is deeply rutted and very rough especially compared to the newer section west of Argonne.	2/3/2025 12:04 PM
60	Too many people are victims of hit and runs in crosswalks	2/1/2025 11:43 AM
61	Speeds too high on Maple and Ash Streets	2/1/2025 8:22 AM
#	AREAS OF EXCESS TRAFFIC CONGESTION AND DELAY	DATE
1	there needs to be traffic enforcement. people drive recklessly because there is no enforcement.	6/27/2025 7:03 AM
2	ALL SPOKANE ROADWAYS.	6/26/2025 9:46 AM
3	Bus only lanes, lights that give priority to buses	6/26/2025 9:06 AM
4	Just invest in public transportation.	6/25/2025 4:22 PM
5	Bruce/ Argonne at stoneman and peone, Sullivan and Trent	6/25/2025 3:31 PM
6	That problem is growing with every passing month / year. As are the inexperienced and poor drivers.	6/21/2025 8:25 AM
7	Transit priority	6/17/2025 10:42 PM
8	You need to focus on alleviating the congestion points in the city or at least publicizing the times period people should avoid specific to areas or streets in town.	6/8/2025 7:40 AM
9	I avoid Division whenever possible. Very slow going with congestion, trucks , buses, lights at every other block	6/5/2025 7:25 PM
10	Argonne Rd and Barker Rd are significant congestion areas. The roundabouts on Barker have helped a bit.	6/3/2025 10:55 AM
11	late merges look good on paper, but don't seem to consider human behavior and in my experience cause more congestion.	6/3/2025 4:34 AM
12	Pines, Sullivan	6/2/2025 8:54 PM
13	Division Street is unwalkable	6/2/2025 3:02 PM
14	Too much development, especially large apartment complexes	6/2/2025 10:24 AM
15	Stop roundabouts and either put in signals or 4 way stops. I truly don't see roundabouts really working.	6/2/2025 10:13 AM
16	I90	5/27/2025 4:25 PM
17	Congestion is not a concern.	5/19/2025 7:41 PM
18	When I bike home from work, the stretch of Maple between the bridge and 4th Ave is treacherous on a bike, especially where drivers treat one lane as two and are traveling at high speeds in anticipation of the freeway on-ramp.	5/17/2025 8:51 AM
19	See biking comments above. 8th & Carnahan	5/16/2025 11:12 AM
20	Anywhere along Highway 195 could be made more accessible, with more interchanges like Cheney-Spokane... and the connection with I-90 at times is really terrible!	5/10/2025 4:52 PM

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21	SULLIVAN ROAD, HAMILTON, MARKET	5/8/2025 10:31 AM
22	Pines rd. was ugly, and will be worse with the heavy concentration of apartments going in.	4/26/2025 4:18 PM
23	all of I 90 from downtown Spokane nearly to state line especially from about 8 to 9 am and again from about 2 until 7. Street/road work should be done at night if possible and any accidents slowing traffic should be removed ASAP	4/16/2025 7:46 AM
24	Lack of fast, reliable, consistent inter and inner-city transport mean constant delays around schools and places of business starting well before school lets out or the typical work day ends. E.g. Freya and Regal up on the south hill back up for miles (from before 29th to past 57th) daily because of the many schools and workplaces along that one route. If it was more walkable, better lit, and especially if there was a simple transportation option (streetcar, subway, train, etc.) it would instantly solve the excess traffic congestion, long delays, and mean less stress on the badly paved roads.	4/3/2025 11:18 PM
25	Downtown Spokane has congestion issues around areas where the streets lead into the highway ramps. Cars are too fast and congestion causes poorer visibility for pedestrians.	3/27/2025 6:07 PM
26	all of the freeway from downtown Spokane to about Liberty Lake is particularly slowed down from morning commute times and again from early afternoon to about 6 or 7 pm. The problem has progressively been worsening over the years apparently as the population has increased. Lack of policing of speeders and reckless drivers is not helping as it can cause accidents further impeding traffic flow on both east and west directions. Improvement would be more policing of drivers and possibly adding metered ramps (assuming the metered ramps have made any difference in congestion so far). Hate to think of it but widening the interstate is probably the only real solution to congestion as the population expands more and more in and out of Idaho.	3/26/2025 11:03 AM
27	Maple street bridge. Bridgeport and Division. Empire and Nevada, Empire and Crestline, Francis from Monroe to Assembly	3/26/2025 9:16 AM
28	I90. Fast light rail Cheney to CDA needed.	3/26/2025 8:00 AM
29	Maple & Ash morning commute & 3-6pm	3/25/2025 7:45 PM
30	too much developemnt in the south end for the car traffic. people need to car pool or something. Take the bus!	3/20/2025 2:35 PM
31	Argonne might be the worst in terms of congestion, signals timing, and flow - causing major disruptions to the City of Millwood and surrounding neighborhoods and businesses. i-90 going west near the Sprague on ramp also gets very congested during AM peak hours because 2 full lanes are merging into a 3 lane freeway - there should be a ramp meter there to help with safety upstream.	3/14/2025 12:25 PM
32	Traffic and congestion can delay bus routes, you can't 100% count on even a very good transit system.	3/14/2025 10:01 AM
33	None	3/13/2025 8:15 AM
34	All of downtown	3/6/2025 5:12 PM
35	I90 Eastbound Freya/Thor exit slow down during rush hour; Division Street	3/6/2025 11:05 AM
36	Sherman and 3rd, brown and division	3/4/2025 5:23 PM
37	Nevada through Gonzaga	3/4/2025 4:46 PM
38	I avoid driving wherever possible, and opt for the bus or walking. I am not significantly impacted by congestion.	3/4/2025 11:06 AM
39	could be fixed if we quit spending money on alternate transportation mistakes	2/28/2025 8:49 AM
40	on ramps to I-90	2/28/2025 7:15 AM
41	not reguraly	2/27/2025 11:05 PM
42	Again, add traffic circles and reconsider some older light times/ models	2/27/2025 2:43 PM
43	Pines Road between freeway on/offramp and Broadway. Offramp turn is especially congested and not marked appropriately.	2/27/2025 2:39 PM

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44	Hard to cross Hwy 2 on a bike at the intersection of Holland	2/27/2025 12:53 PM
45	Getting onto 904 from side streets in Cheney (between Mary St & L St) during peak traffic 4PM to 6PM is difficult.	2/27/2025 12:46 PM
46	Ray & 29th Ave.	2/27/2025 11:51 AM
47	Carpool lane	2/27/2025 9:29 AM
48	Argonne and Trent, Argonne and I-90	2/26/2025 4:31 PM
49	I-90 eastbound in the afternoons. Congestion downtown to Thor/Freya exit.	2/26/2025 8:48 AM
50	I drive a lot for work and am impacting by congestion. I90 , Sullivan Road, and Argonne Road are the places that most affect my day.	2/26/2025 8:16 AM
51	Post Falls and Spokane	2/26/2025 8:13 AM
52	Traffic is too congested to bike and the weather often does not permit it.	2/26/2025 8:09 AM
53	Traffic is horrible everywhere in Spokane, we need a better freeway system that does not take 30 yrs to build.	2/26/2025 8:02 AM
54	I90; downtown I90 onramps	2/26/2025 7:53 AM
55	Euclid & Market, Greene & Mission	2/26/2025 7:02 AM
56	In Shadle, Rowen and Alberta where we have a four-light stop, if cars have to wait they will go through the side streets at very high speeds while kids are playing to avoid the light. Cars leave the stop light a slam on the gas making it hard to get out of drive ways and other streets. People are aggressive at this stop	2/25/2025 4:17 PM
57	Traveling across Ash and Maple from 2nd and 3rd Avenues in the morning and late afternoon/early morning is often prolonged	2/25/2025 3:29 PM
58	Congestion and delays when travelling from south hill to north Spokane.	2/25/2025 2:09 PM
59	n/a	2/25/2025 1:25 PM
60	I90 congestion - extra lane each direction or allow remote work more often	2/25/2025 1:16 PM
61	The metered lights on freeway entrances slow down traffic and make merging onto the freeway more dangerous.	2/25/2025 1:04 PM
62	I90 at the sprague on ramp W-bound	2/25/2025 12:55 PM
63	Northwest Blvd/Indiana between Alberta and Division is terrible. The time of the lights cause extreme congestion most afternoon/evenings.	2/25/2025 12:05 PM
64	Many of the buses on arterials get stuck behind traffic and end up delayed. This can be very frustrating in combination with longer intervals between buses or in inclement weather waiting for the bus.	2/25/2025 12:04 PM
65	The Hatch Rd and Hwy 195 intersection is a terrible bottleneck. It needs a wider bridge or a J turn.	2/25/2025 12:02 PM
66	Maple St	2/25/2025 11:59 AM
67	Not enough safe crosswalks in Cheney and around EWU. The crosswalks need light indicators to deter vehicles from flying through them. This is most prominent on 1st street in Cheney	2/25/2025 11:52 AM
68	HW 195 and I90 east bound when on the bus. Get the bus some priority access!	2/25/2025 11:46 AM
69	Honestly, we need to focus less on these metrics to make positive change for the city as a whole. I.e. adding to perceived traffic/congestion will help people move to other modes of transportation.	2/25/2025 11:45 AM
70	Division is the big one.	2/25/2025 11:21 AM
71	Near Gonzaga can often be a mess on Hamilton	2/25/2025 11:14 AM
72	N/A	2/25/2025 10:54 AM

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73	Reduction of one way traffic downtown	2/23/2025 3:07 PM
74	Entire area around the 3 adjoining schools on Pines south of 32nd	2/21/2025 3:39 PM
75	arent there initial and ongoing studies to be able to substantiate the projects where they took out traffic lanes??	2/21/2025 11:30 AM
76	Spokane ridiculous insistence and smashing busy 4+ lanes roads down to 2 lane roads with far too large bike lanes, flower beds, etc.	2/20/2025 2:35 PM
77	Extend the left turn lanes at Wellesley and Crestline	2/20/2025 12:43 PM
78	See above. Construction will be concentrated to make some commute routes impossible. See the northwest part of town near TJ Meenach and the river flood tank projects.	2/20/2025 11:37 AM
79	Every commuter street in Spokane could be improved by prioritising other transportation options. The extent that Spokane has exclusively prioritised motor vehicle infrastructure is discriminatory towards every Spokane resident who either chooses not to or cannot access that mode of transit due to health restrictions, income restrictions, concern for personal safety, or concern for the environment.	2/18/2025 7:54 PM
80	Roadway expansion is not a solution for congestion.	2/18/2025 7:27 PM
81	Don't care. Cars are huge and inefficient that's why there is congestion and delays	2/18/2025 7:26 PM
82	Need a toll booth at State Line on Trent :-)	2/14/2025 2:25 PM
83	I do hate the lights at the I 90 on ramps. I hope they improve safety overall because I think the are hazardous. Drivers in spokaneseem to be terrible at merging!	2/3/2025 12:06 PM
84	The bottleneck where I-90 goes from three lanes down to two eastbound at Barker is often a source of congestion during peak hours.	2/3/2025 12:04 PM
85	buses are causing huge traffic problems on one lane arterial like E. Sprague and E. Mission	2/1/2025 11:43 AM
86	Impossible to cross Maple and Ash Streets at certain hours of the day	2/1/2025 8:22 AM
87	not enough left turn signal lanes, need set amount of time per green light, like 30seconds and smart lights to change when traffic is light in one direction	2/1/2025 5:59 AM
#	PUBLIC TRANSIT SERVICE	DATE
1	There is NONE in the otis orchard and Newman lake area	6/30/2025 5:34 PM
2	bed bugs. druggies. lack of connecting routes, horrible statogy of transfer stations as opposed to just good routes that connect easily, very poor planning for public transportation	6/30/2025 1:38 PM
3	Delays and less frequent in evenings	6/27/2025 10:26 PM
4	The bus seats, especially the older ones with carpet-like fabric, are noticeably dirty and have a strong odor. I have contamination OCD, and the current condition makes riding the bus very challenging. I often feel the need to wash my hands repeatedly throughout the day, which has started to affect my skin. Regular seat cleanings—at least monthly—would go a long way in improving hygiene and making the buses more comfortable for everyone.	6/27/2025 3:26 PM
5	Bus service not convenient to work	6/27/2025 8:33 AM
6	we need (1) much more frequent busses and (2) not a hub system! I'd take the bus every day if it came more often, and didn't need to connect at the Plaza, which adds an unnecessary amount of time. Especially for those of us with multiple jobs, we need frequent and reliable transport to get between employments.	6/27/2025 7:03 AM
7	Service on the City Line is frequently delayed or bunched up. It needs signal priority throughout the route.	6/26/2025 10:45 AM
8	I am lucky enough to live near the 21 bus route. I can get anywhere in Spokane in a reasonable amount of time with low effort/stress. I've lived all over Spokane in the past and can say that this is not the case everywhere. STA does an incredible job where the bus routes have coverage and frequency, but there are major gaps in the system that need additional routes and frequency.	6/26/2025 9:46 AM
9	More frequent service	6/26/2025 9:06 AM

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10	Please focus on public transit. Our system works great, but it could move more people. Advertising and marketing these systems will cut the stigma of transportation and help create viable networks through the city that don't kill our planet.	6/25/2025 4:22 PM
11	Increase service. And increase lines to fill in gaps.	6/23/2025 9:48 PM
12	Would need to be closer to my home for me to use.	6/21/2025 8:25 AM
13	Increased service headways	6/17/2025 10:42 PM
14	Trains.	6/17/2025 8:37 PM
15	Only wheelchair rider can ride the bus, there's not room for another wheelchair user - why?	6/17/2025 8:29 PM
16	Not enough coverage	6/17/2025 8:24 PM
17	Frequency and reach. A bus should service camp Sekani.	6/17/2025 4:48 PM
18	None available.	6/14/2025 5:22 PM
19	A lack of frequency makes it hard to use.	6/11/2025 7:17 AM
20	Lack of late-night service, and more frequent evening weekend and evening service is a barrier.	6/10/2025 9:57 PM
21	Buses need to be more safe and clean if I were to use them.	6/9/2025 4:40 PM
22	Lack of bus routes and stops on the south hill make it not efficient to take the bus from the south hill to downtown	6/9/2025 7:53 AM
23	Routes do not line up, leaving 59 minute wait to transfer on Sunday. Some journeys require 3 buses each way. One simple trip has now taken the entire day.	6/8/2025 8:35 AM
24	Its 1.2 mi to the nearest bus stop. I would use the bus if a stop were closer.	6/6/2025 9:47 AM
25	Expend service network via I-90 like West Plain TC to VTC during peak hour	6/5/2025 10:14 PM
26	Need better service and longer night service 7 days	6/5/2025 3:38 PM
27	I do not see a point of Public transit that goes at the same pace of traffic. The use of bus only lanes would make me much more likely to ride transit	6/4/2025 10:41 AM
28	make it more efficient/respectful of my time and I'd consider using it. Takes too long to get anywhere on the bus	6/3/2025 4:34 AM
29	Lack of stops, long travel times	6/2/2025 8:54 PM
30	dangerous homeless people on buses	6/2/2025 2:45 PM
31	Higher frequency; more East-West routes in Spokane	5/29/2025 2:49 PM
32	Too frequent stops, unserved areas (such as Northwood), damage to roadways especially at intersections	5/27/2025 4:25 PM
33	Frequency near my home is lacking - 60min and 30min headways are difficult to plan around.	5/19/2025 7:41 PM
34	More frequency would make busing more attractive.	5/19/2025 7:26 AM
35	I love the City Line and would take it more frequently if it was only more reliable. I've waited for that bus for 45 minutes before during times it was supposed to run every 7.5 minutes. If it's not reliable, it loses its appeal to commuters who can't risk being late for work.	5/17/2025 8:51 AM
36	Public transit hasn't been in our area since we moved her 17 years ago, and still isn't.	5/10/2025 4:52 PM
37	More frequent Valley service	5/9/2025 8:49 AM
38	No busses out in Chattaroy	5/8/2025 7:12 PM
39	LIGHT RAIL	5/8/2025 10:31 AM
40	Paratransit should cover the entire area so people can get places when they can't drive or ride typical buses.	4/26/2025 4:18 PM
41	Why are we clogging the streets with long articulated buses that are never full? Riding the bus	4/17/2025 12:16 PM

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	is time consuming, inconvenient, unsafe and expensive.	
42	Needs improvement	4/16/2025 10:06 AM
43	It takes 40mins on bus to get to my place of work from my house as I have to travel to downtown plaza and then take another bus to work. Driving takes 10-15 mins depending on traffic	4/15/2025 8:19 PM
44	I like the real time arrival signs at stops, more of this please.	4/8/2025 10:12 AM
45	Coverage area need to be expanded, increase service hour on Sunday	4/7/2025 1:12 AM
46	It's great. But, it sometimes takes a long time to get to a destination.	4/5/2025 10:14 PM
47	No option for getting home from the emergency room after being discharged, even if disabled. Many car-less people extremely limited where they can look for jobs, live, and spend money due to the extreme reliance on individual cars and lack of other options (no subways, streetcars, walkable sidewalk routes, wheelchair-friendly or scooter friendly sidewalk routes, little to no street lighting, no same day at call cheap fast and reliable ride service, let alone same day cheap, fast, reliable door to door ride service for disabled patrons	4/3/2025 11:18 PM
48	More available	3/31/2025 12:00 PM
49	Public transit is NOT senior friendly. There are few shelters at bus stops. Seniors cannot stand out in 90 degree heat safely. Also, it stinks of urine at bay 9 at the Spokane bus plaza. Several bus stops used frequently are filthy and need regular cleaning. Like the bus stops around Northtown mall. d stink.	3/27/2025 6:07 PM
50	Seriously interferes with traffic flow. Should be a high speed gondola network. Seems like the citizens paying for all the taxes associated with driving from fuel tax to licensing etc. then have to also pay a delay tax in addition to the ptba sales tax, seriously starting to feel taken advantage of	3/26/2025 9:16 AM
51	Add service to Seven Mile & Nine Mile Falls	3/25/2025 7:45 PM
52	We have none	3/25/2025 7:19 PM
53	I feel it is pretty good to excellent depending on the area. frequency and consistency are key.	3/20/2025 2:35 PM
54	Need a bus that goes into the Spokane Valley Providence Medical facility parking LOT	3/17/2025 12:33 PM
55	I would love to take transit but since it's not more convenient or prioritized in our city it's difficult to make the mode shift especially for families with tight schedules.	3/14/2025 12:25 PM
56	None	3/13/2025 8:15 AM
57	Since the buses only run within Spokane and Spokane Valley, all the people that live within smaller towns surrounding the city are stuck if they don't have a car or someone who can give them a ride.	3/12/2025 8:39 AM
58	Transit service is OK - but zero fare + more frequent routes (on all days) would reduce barriers to use further.	3/7/2025 2:23 PM
59	The closest stop to me is 4 for blocks away and I can't reach it because I'm disabled, this is a problem because I can't ride free on Pasta-Transit as a minor. My partner can't use para transit for their disabilities because the application process requires an in person submission or mail in and since we couldn't mail and their facilities are hard to find we've never managed to submit theirs.	3/6/2025 5:12 PM
60	I wish there were better connections from Cheney to the community college campuses as well as medical lake.	3/5/2025 1:22 PM
61	a high-speed rail from SFCC all the wy to the Valley would be great!	3/5/2025 12:59 PM
62	Shaded bus stops	3/4/2025 5:23 PM
63	Uncovered bus stops discourage use in NE Spokane	3/4/2025 4:46 PM
64	I am a frequent user of the public transit services. I live within walking distance of the main transit center in downtown and so frequently walk to bus elsewhere. One improvement I can think of when it comes to transit frequency or accessibility would be to extend the hours of the bus route serving the airport (route 60). I tend to time my flights around when I can take the	3/4/2025 11:06 AM

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bus to and from the airport, and prefer this instead of needing a rideshare service at 11 pm. I think we could benefit from having bus service to and from the airport until midnight most nights.

65	No service available from my town	3/4/2025 9:41 AM
66	Would love to see a light rail to the airport. Getting to the airport takes too long right now on public transit.	3/3/2025 1:43 PM
67	over funded	2/28/2025 8:49 AM
68	n/a	2/28/2025 7:15 AM
69	sometimes on sunday, areas east of market, mediocre connectivity east f sprague, you extreme North and south in Valley	2/27/2025 11:05 PM
70	currently out of STA service area by 2 miles	2/27/2025 3:34 PM
71	Would just love a more frequent service, more buses, more stops	2/27/2025 2:43 PM
72	Slow commute between Spokane Valley and Liberty Lake; would take bus more often if timing/route improves.	2/27/2025 2:39 PM
73	No public transit option to Deer Park, which I commute to 4 times a week.	2/27/2025 12:53 PM
74	More frequent bus service in the Cliff/Cannon & Manito areas.	2/27/2025 12:46 PM
75	Too many transfers to get to some places. I used to work at the County Courthouse and a 10 minute drive from my home on the S Hill too over an hour on the bus.	2/27/2025 12:31 PM
76	It takes me 15 minutes to drive to work and 45 minutes to take the bus.	2/27/2025 11:51 AM
77	More weekend service from South Hill, express routes past 9am	2/27/2025 11:50 AM
78	I would like to take the bus from Millwood to EWU in Cheney on work days but the routes are inefficient; my commute time would more than double by bus.	2/26/2025 4:31 PM
79	bus frequency and distance to bus stops	2/26/2025 12:36 PM
80	takes too long. no direct route without downtown	2/26/2025 12:18 PM
81	Light rail is needed	2/26/2025 11:40 AM
82	Would like to see improvements to Jefferson Lot	2/26/2025 10:53 AM
83	We should stop investing in the bus system and invest in a light rail system	2/26/2025 10:20 AM
84	I live near Division so it is easy to get downtown, but hard to go east/west or to the south hill. It would be nice to have more frequent routes, especially during peak times/rush hour, and better facilities at popular transfer stops (e.g., Mission and Division).	2/26/2025 9:09 AM
85	Too many stops. It's why i drive alone. My commute is 20 minutes. By bus its over 40 minutes. That is one way and adding up to an hour takes away from my time.	2/26/2025 8:48 AM
86	Extremely limited options. Need to drive 1/2 way to catch a bus to get from CDA to N Monroe	2/26/2025 8:13 AM
87	Public transit seats are often dirty/grimy which discourages use by an average person?	2/26/2025 7:53 AM
88	the busses are too big for our streets and they wait too long to signal for their stops, causing traffic problems	2/26/2025 7:46 AM
89	Connections don't meet my current schedule	2/26/2025 7:38 AM
90	Takes too long, a 15 min drive will be 1+hour on bus	2/26/2025 7:02 AM
91	yea..not at many places	2/25/2025 5:44 PM
92	more routes within the 3 mile city center radius. It takes me over twice as long to get to work on the bus as to drive since I live within this radius.	2/25/2025 4:56 PM
93	No service near my home	2/25/2025 4:50 PM
94	Lots of great improvements here!!!	2/25/2025 4:17 PM

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95	takes 40-60 minutes to get to work when my car takes 10 minutes. Also, I am very sensitive to sunlight, and the closest bus stop (on Freya) is not covered	2/25/2025 3:26 PM
96	No close bus stops.	2/25/2025 2:09 PM
97	Safety from other riders	2/25/2025 1:49 PM
98	Need better service from Cheney (EWU) to Spokane after 5pm. Most of us don't get off til after 5, and service goes down to every half hour, so it makes it harder to get home efficiently.	2/25/2025 1:39 PM
99	More express busses to Cheney, especially in the AM. The stop on the West Plains adds quite a bit of time, especially outbound to Cheney.	2/25/2025 1:25 PM
100	I have had multiple instances where my safety was put into question on Spokane Public Transportation so it is hard to use it, even though it is so accessible here.	2/25/2025 1:10 PM
101	It takes 2-3 times longer to get to work using buses than it does to drive myself.	2/25/2025 1:04 PM
102	I don't feel safe at the plaza	2/25/2025 12:55 PM
103	BRT is desperately needed on Division and elsewhere	2/25/2025 12:27 PM
104	Accessible and relatively quick routes. A bus ride to my place of employment would be 40 minutes from the nearest bus stop, but only a 10 minute car ride.	2/25/2025 12:25 PM
105	Safety at the downtown transfer center	2/25/2025 12:04 PM
106	STA does a great job with what they have, but I would like to see even more frequency and accurate tracking of buses.	2/25/2025 12:04 PM
107	Great! Wish it was more reliable and frequent	2/25/2025 12:03 PM
108	There is no transit near me. I might use it if there was.	2/25/2025 12:02 PM
109	There is no direct route to go from Cheney to Spokane Valley. So I don't go to Spokane Valley.	2/25/2025 12:00 PM
110	Could use more stop locations (would take the bus to work if the only convenient EWU route wasn't already halfway to Cheney at the park/ride)	2/25/2025 11:59 AM
111	Bus does not run late enough (work until 9:30 p.m.) from Cheney to Spokane on Sundays, so have to drive to work in Cheney on Sundays.	2/25/2025 11:56 AM
112	More services should be provided to the west and south sides of Cheney. The Spokane bus does not run throughout the whole day to this area and has very limited times where it does run.	2/25/2025 11:52 AM
113	More frequent trips (bus to my area is hourly and during peak times, packed)	2/25/2025 11:48 AM
114	More direct 66x busses earlier headed west bound ~645 am? And Later East bound 5:05pm? The last one is at 4:19.	2/25/2025 11:46 AM
115	We desperately need to focus on the user experience more, especially from a bus stop angle. STA is making good progress here but to see for yourself, go wait on Division Ave at a bus stop on one of the narrow sidewalks, it is a miserable experience and makes you feel like a second-class citizen.	2/25/2025 11:45 AM
116	Not timely enough to allow me to get where I need to go fast enough	2/25/2025 11:41 AM
117	Not well connected from home	2/25/2025 11:40 AM
118	It would be nice if the public transit system was closer to my home.	2/25/2025 11:34 AM
119	They are filthy and dangerous. I do not want to expose my children to this kind of danger.	2/25/2025 11:26 AM
120	It would take me over an hour to ride the bus to and from work, where it only takes me 20 minutes to drive.	2/25/2025 11:22 AM
121	Limited number of routes, buses, hours of operation, etc.	2/25/2025 11:22 AM
122	When I've trusted busses in the past they break down, or no show, or don't stop for me.	2/25/2025 11:21 AM
123	I have researched the time it would take for me to commute by bus to work. It would take significantly more time and several buses for me to get to and from work.	2/25/2025 11:18 AM

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124	City line is great but most of the routes I need take too long to utilize. If more like City line that would be good	2/25/2025 11:14 AM
125	I do not feel safe riding the bus or waiting at the bus stop. too many homeless	2/25/2025 11:11 AM
126	The journey takes too long; have dogs at home	2/25/2025 11:07 AM
127	dont want to have to go through downtown. If it were a straight shot from LL to AHCC, I would consider	2/25/2025 11:03 AM
128	Public transit is far too difficult and has a lot of walking from my home to my work and it's only an 8 min drive.	2/25/2025 10:54 AM
129	Expansion of rapid regular service going north/south.	2/23/2025 3:07 PM
130	Neighborhood is not served by STA network, and is disconnected from the sidewalk network that would connect to STA stops	2/21/2025 1:11 PM
131	If I want to go downtown on STA - I have to drive a few miles to the Valley Transit Center or Mirabeau Park & Ride and it takes over an hour to get downtown on those buses. I drive	2/21/2025 11:30 AM
132	small autonomous vehicles?	2/21/2025 11:29 AM
133	Public transit is slower then driving. If it could be sped up with dedicated transit lanes or preferably rail transit, I would be very happy.	2/21/2025 8:01 AM
134	more busses	2/20/2025 12:43 PM
135	The politicians like Al French are the biggest barriers to public transit being low cost and accessible to all.	2/20/2025 11:37 AM
136	Busses from downtown to Cliff/Cannon South Hill are infrequent outside peak hours. I only take the bus when I have spare time to wait 30+ minutes. I'd take the bus more often if there was more frequent service.	2/19/2025 3:43 PM
137	There are no good ways to get from the Manito/Rockwood areas to the Logan and Longfellow areas via bus. I also wish there were a commuter bus from the South Hill or Downtown to the Spangle area	2/19/2025 11:19 AM
138	Continue to expand transit routes and schedules.	2/19/2025 9:06 AM
139	The bus is an option but I'd like to see more options	2/18/2025 9:50 PM
140	Bus frequency could be greatly improved where I live.	2/18/2025 9:41 PM
141	Our public transit services are not bad, but they are handicapped by the lack of prioritisation. Busses are stuck in the same congestion as every other motorised vehicle, which contributes to a negative reputation around timeliness and efficiency. A dedicated Bus Only lane or a light rail system would vastly improve on the current bus network. The two could run in conjunction.	2/18/2025 7:54 PM
142	Operate more routes with 15 minute frequency.	2/18/2025 7:27 PM
143	More frequent buses. Buses need to run every ten minutes or less. And build trains. Cars suck. No one likes driving.	2/18/2025 7:26 PM
144	Maybe Sunday bus service need to increase to half hour for one on Sunday schedule	2/15/2025 6:32 PM
145	Put in a park and ride at the Trent/State line Toll Booth. :-)	2/14/2025 2:25 PM
146	increased bus routes to major hubs like the airport without connecting in downtown	2/13/2025 3:10 PM
147	Hwy 2 bus stops need shelters	2/13/2025 10:07 AM
148	**Need to resurrect and incentivize Commute Trip Reduction and use all media	2/6/2025 12:41 PM
149	More frequent runs on feeder routes, with smaller buses	2/4/2025 8:23 AM
150	Bus routes do not (yet?) connect across the border into Kootenai county. As such, park & ride from Liberty Lake is the closest bus option to me.	2/3/2025 12:04 PM
151	Buses are frequently not on time	2/1/2025 11:43 AM
152	Bus stop at Maple and Glass opens to a dirt path instead of a sidewalk so unable to use this	2/1/2025 8:22 AM

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stop if in wheelchair.

153	Free for ALL including the homeless	1/31/2025 9:07 PM
154	Longer commute to use public transit. Live 2 miles from nearest bus stop. 4 miles from Valley transit center. The additional commute time of transit over solo driving has me driving more than I would care to admit.	1/30/2025 8:56 AM
155	Bus stop too far for me to walk to.	1/29/2025 7:31 PM
#	ROADWAY SAFETY	DATE
1	Lack of safe walking environments and crossings	6/27/2025 10:26 PM
2	I've noticed that many roads, including highways, are extremely dark at night. Additional lighting is really needed for safer nighttime driving—it's often hard to see anything clearly.	6/27/2025 3:26 PM
3	We need traffic enforcement and noise ordinances.	6/27/2025 7:03 AM
4	Reduced speed limit on 1st & sprague streets. Too many lanes.	6/26/2025 10:37 AM
5	I predominantly walk to get around. I have been nearly hit several times in crosswalks when I had a cross signal. I have felt incredibly unsafe walking alongside most of Spokanes roads because of the amount of speeding vehicles. Spokanes roadways are not safe for pedestrians or anyone else who is not in a vehicle.	6/26/2025 9:46 AM
6	Narrow the road widths	6/26/2025 9:06 AM
7	Just invest in public transportation.	6/25/2025 4:22 PM
8	Better shoulders on County Road arterials for biking, walking, and running. Ex: Yale Road	6/25/2025 4:14 PM
9	Too many pebbles on freeway	6/24/2025 8:32 AM
10	Roads built recently are designed like freeways not for safety. The Bigelow gulch "highway" with a 45mph speed limit where most drivers are cruising at 60+. Sure there's more guardrail but it is not safer. Connectivity should not equal highway.	6/23/2025 9:48 PM
11	most places very poor. The E. Illinois walk/bike path is awesome!	6/21/2025 8:25 AM
12	Pedestrian priority	6/17/2025 10:42 PM
13	Ticket people who park their cars on the street 100% of the time, causing every residential street to become a game of "Chicken" with skinny one car corridors. Use the revenue from ticketing to fund light rail.	6/17/2025 8:37 PM
14	Sidewalks are often blocked with cars, trash cans, etc or you can't get off the sidewalk to cross the street because it still has a 6 inch curb that hasn't been adapted yet	6/17/2025 8:29 PM
15	People speed all the time. We need narrower streets and more bump outs to show drivers they need to slow down.	6/17/2025 4:48 PM
16	Country, county roads.	6/14/2025 5:22 PM
17	There are several intersections in residential areas that do not have stops signs. Over the years there have been accidents and either deaths at these intersections. I believe we need more stop signs. Some places that come to mind are in the Logan neighborhood.	6/9/2025 11:38 AM
18	Fix the blasted potholes!!!!	6/9/2025 12:16 AM
19	Browne/Bernard between 3rd and Main is crazy scary. Individuals walk right into traffic, in the middle of the block.	6/5/2025 7:25 PM
20	Using smaller road designs to make drivers think about how they are driving rather than being able to casually speed would be nice	6/4/2025 10:41 AM
21	Can't walk on sidewalks if plows fill sidewalks with snow from the street	6/3/2025 12:25 PM
22	Drivers awareness of bicycles arms the rules. Wider bicycle lanes or separated by something would be great.	6/3/2025 10:55 AM
23	traffoc enforcement is abysmal, people drive far too aggressively	6/3/2025 4:34 AM

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24	Long dirt road	6/2/2025 9:44 PM
25	Improved driver education	6/2/2025 8:54 PM
26	More couplets would help	6/2/2025 3:02 PM
27	Bike lanes & sidewalks often stop mid-block or provide limited protection from motorists. Travel speeds in residential areas are often high (and rarely enforced)	6/2/2025 10:34 AM
28	see above	6/2/2025 10:24 AM
29	Better sidewalks in areas that have none or are in poor shape.	6/2/2025 10:13 AM
30	Traffic calming measures to slow speeds, remove one-way streets in the urban core of Spokane	5/29/2025 2:49 PM
31	Too many crosswalks make pedestrians unaware of surroundings/vehicles	5/27/2025 4:25 PM
32	Roads are designed to allow incredibly unsafe speeds, and cars are too large	5/19/2025 7:41 PM
33	Distracted drivers - I favor 'no turn on red', also reduced speed limits	5/19/2025 7:26 AM
34	When I bike to work there are always places I have to swerve around shattered glass in the bike lane, especially on 4th Ave.	5/17/2025 8:51 AM
35	I am an active bicyclist. I believe bike lanes are a wasted effort. I think all roads should have a shoulder that can serve for disabled vehicles to use and can also be used by bicyclists. It would make construction much simpler, it would be better for vehicle and bikes alike.	5/16/2025 11:12 AM
36	repair rough roads and potholes	5/13/2025 12:07 PM
37	The condition of Qualchan Rd is terrible, and since cutting off northbound access (which actually was a good thing), we all drive it a lot!	5/10/2025 4:52 PM
38	Pines, coming from Trent towards the freeway, is very dangerous. Poor visibility, and people speed down the hill toward Mansfield.	4/26/2025 4:18 PM
39	More policing for speeders, aggressive/distracted drivers and pedestrians in the middle of streets (particularly downtown Spokane)	4/16/2025 7:46 AM
40	Need bike lanes that are separated from traffic (Seattle uses traffic barriers like poles in between I believe)	4/15/2025 8:19 PM
41	Consider better speed enforcement.	4/8/2025 10:12 AM
42	Drivers often rush through pedestrian walkways and trail close behind school buses. Lots of speeding along residential roads and high-speed accidents on or with flying debris (metal pieces of a cars frame left on sidewalk/on residential lawn across from where an accident happened) make it unsafe to walk even in daytime and natural light.	4/3/2025 11:18 PM
43	People at times go too fast through round-a-bouts. I think the speed limit for them needs to be posted at each one.	3/27/2025 6:07 PM
44	As there are more people on the roads and many aggressive and reckless drivers going mostly unchecked it is increasingly dangerous to drive or even be on foot near roads. Speeding/reckless drivers short cut through neighborhoods to avoid streets with more congestion which then greatly impacts the safety of neighborhoods also. It is routine for cars to be traveling in neighborhoods at 15 MPH over the speed limit.	3/26/2025 11:03 AM
45	Pothole prevention like heated streets would go along way, also need more frequent road kill and debris / litter management and wildlife incontinent humans management e.g. more bicycle police downtown and j walking laws and real enforcement of them	3/26/2025 9:16 AM
46	sidewalks in more neighborhoods so no walking in street.	3/26/2025 8:00 AM
47	For pedestrians	3/25/2025 7:45 PM
48	The on ramps on I90 are much too short in many places.	3/15/2025 2:49 PM
49	The quality of our pavement does impact safety to a certain degree - wheel ruts in I-90 have since been fixed but potholes and uneven pavement can cause safety issues for pedestrians and motorist.	3/14/2025 12:25 PM

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50	Reduce speeds on roadways and try and get drivers to pay more attention to bikers, walkers, etc.	3/14/2025 10:01 AM
51	None	3/13/2025 8:15 AM
52	Fix on/off ramp situation in Spokane. Too short, too dangerous, and something in addition to ramp meters need to be applied.	3/12/2025 1:32 PM
53	Most roads are too narrow to safely share between cars & bikes.	3/7/2025 2:23 PM
54	There's no traffic calming, anywhere. The roads are incredible uncared for and riddled with potholes on my street in South Hill.	3/6/2025 5:12 PM
55	cleaner bike lanes; they're often full of gravel & debris making road bike commuting difficult and dangerous	3/6/2025 11:05 AM
56	Some of the turns on/off HWY 195 are dangerous especially in winter weather	3/5/2025 1:22 PM
57	Potholes i90	3/4/2025 5:23 PM
58	Adequate shoulders are needed on roads	3/4/2025 4:46 PM
59	There are many points beyond downtown Spokane where visibility is limited for safe pedestrian crossings, or existing crossings are too spread out to adequately protect pedestrians (who would be more likely to cross without a crosswalk than walk multiple blocks to reach an accessible crosswalk).	3/4/2025 11:06 AM
60	improve street lighting; lower speed limits	3/2/2025 9:09 AM
61	restore anti drinking laws	2/28/2025 8:49 AM
62	n/a	2/28/2025 7:15 AM
63	just walking in busy traffic areas	2/27/2025 11:05 PM
64	Larger shoulders on older roads	2/27/2025 2:43 PM
65	395 needs to be 4 lanes all the way to Deer Park	2/27/2025 12:53 PM
66	People need to slow down on arterials. Thinking of Ray and Freya in my neighborhood. More traffic cameras, speed indicators and traffic enforcement measures would help.	2/27/2025 12:31 PM
67	Traffic calming.	2/27/2025 11:51 AM
68	Bridges feel unsafe to cross on bike and by walking	2/27/2025 11:50 AM
69	Stop installing overly complicated traffic circles that relatively few drivers understand how to use. An example is the Hwy 902/I-90 interchange: Drivers must navigate 3 circles to get from 902 to I-90 East bound and each circle is layed out differently from the next. Because most WA drivers haven't been trained on using traffic circles, why have multiple entries/lanes/exits when one entry and one exit will suffice and eliminate confusion and accidents? These needlessly complex traffic circles are a threat to public safety and a waste of money.	2/27/2025 10:27 AM
70	I always feel nervous making the S curve turn in front of the library and onto the bridge. Also, the Spokane city roads are in very poor condition and there are often hazards/debris in the shoulders and bike lanes such as broken glass, rocks, sandy dirt and other stuff that make it dangerous because you have to risk veering out of the way, a tire puncture, or sliding out because you lose traction.	2/26/2025 9:50 AM
71	Potholes, parking in bike lanes, trash and broken glass in bike lanes, and uncontrolled intersections make biking and scooting scary.	2/26/2025 9:09 AM
72	Potholes are always a major problem.	2/26/2025 8:16 AM
73	Too much traffic on roadways, and to much merging. Taking roadways from 4 lanes to 2 is a horrible idea.	2/26/2025 8:02 AM
74	Increase speed limits on certain arterials	2/26/2025 7:02 AM
75	Streets near High Bridge Park to include "A" St, 7th Ave, and Hartson haven't been maintained and are ripe for causing vehicle damage.	2/25/2025 3:29 PM

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76	Drivers are not watching for pedestrians, bicycles, motorcycles	2/25/2025 3:26 PM
77	Two-way yield sign or traffic calming circles at uncontrolled intersections. Many drivers do not understand how these intersections work and, seeing no sign, assume they have right-of-way and barrel through. E.g., Arthur between 29th and 37th.	2/25/2025 1:25 PM
78	Downtown streets where a large number of houseless people are camping get covered in litter and debris. There are often bags, bottles, and cardboard boxes in the roadway making it dangerous to drive through. Earlier this week, there was a full-sized wooden pallet completing block a lane of traffic near Division and 2nd.	2/25/2025 1:04 PM
79	It is ok	2/25/2025 12:55 PM
80	speeding is a big problem	2/25/2025 12:27 PM
81	We need more bike lanes.	2/25/2025 12:05 PM
82	People speed way too much and often. I wish we could spend more resources on traffic calming and enforcement. Many people know they are not likely to be stopped for speeding and push the limits of what is safe.	2/25/2025 12:04 PM
83	See my comments on the Latah valley roads and Hatch Rd/195 intersection.	2/25/2025 12:02 PM
84	The crossroads between 6th street, Betz road and Murphy road is a death trap for pedestrians with 10 ways of traffic.	2/25/2025 12:00 PM
85	Lots of potholes	2/25/2025 11:59 AM
86	More streetlights should be added to roadways to improve vision for all who use it.	2/25/2025 11:52 AM
87	More red light cameras are needed to enforce penalties those who run red lights	2/25/2025 11:41 AM
88	Great. Maybe bump up those speed limits. We're very safe.	2/25/2025 11:21 AM
89	More protected left turns would be good	2/25/2025 11:14 AM
90	Pot holes and large cracks	2/25/2025 11:13 AM
91	not enough cross walks	2/25/2025 10:54 AM
92	Decreasing number of one ways downtown, specifically around Riverfront Park Square	2/23/2025 3:07 PM
93	Speeders/unlawful drivers throughout Spokane and Spokane Valley. Overgrown vegetation on business and residential property easements obscuring the view to safely enter intersections.	2/21/2025 3:39 PM
94	Poor visibility at intersections. Lack of attention to preserving visibility at crossings.	2/21/2025 1:11 PM
95	potholes abound.. Idaho drivers can have studded tires on a month longer than Washington State residents and they pay no fees to drive on our roads. Other people leave their studded tires on year-round and drive on our streets, am not making this up!!! And never get stopped!!! Lighting in some areas would be helpful. Many pedestrians crossing streets at night get hit by vehicles and have lost their lives or are seriously injured :(2/21/2025 11:30 AM
96	Many Spokane drivers speed, make flying turns, ignore pedestrians and bicyclists, and otherwise drive dangerously. This in addition to the many street racers that seize any and every opportunity to turn our streets into deadly racetracks.	2/20/2025 9:16 PM
97	slow down	2/20/2025 12:43 PM
98	More is needed for bikes! Better snow removal system is needed (study the MN systems)	2/19/2025 6:47 AM
99	Eh it's not great	2/18/2025 9:50 PM
100	Speeds are way too high, and vehicles are too big, a very dangerous combination.	2/18/2025 9:41 PM
101	Personal vehicles are an incredibly unsafe mode of transportation. I have on multiple occasions nearly been hit as a pedestrian in a crosswalk where I had a walk signal. We need greater safety measures for pedestrians and bicyclists across spokane. Streets dedicated to bicyclists and pedestrians exclusively could create large scale connectivity across Spokane.	2/18/2025 7:54 PM
102	Protected crosswalks for school children at 37th and Regal. Add marked crosswalk for south Regal at Thurston.	2/18/2025 7:27 PM

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103	Speed tables and speed bump. And no they aren't a problem for plows. The blade on a plow is raised and lowered with a remote control inside the cab.	2/18/2025 7:26 PM
104	Always disappointed with the lack of consideration for wildlife (underpasses etc.) and bike/pedestrian use in most county road projects.	2/14/2025 2:25 PM
105	More roundabouts	2/13/2025 3:10 PM
106	I'd appreciate some more connectivity features between road infrastructure and motorists, such as C-V2X, to improve travel safety & efficiency.	2/3/2025 12:04 PM
107	Speeds on major roads through residential neighborhoods too fast.	2/1/2025 8:22 AM
108	not enough left turn signal lanes, more smart lights, more new paint for road lines, paving unpaved roads within city limits	2/1/2025 5:59 AM
109	Intersection of Sherman street and 10th avenue	1/31/2025 9:52 PM
110	Enforce ALL traffic laws	1/31/2025 9:07 PM
#	FREIGHT SERVICE AND DELIVERY	DATE
1	NA	6/26/2025 9:46 AM
2	No comment	6/25/2025 4:22 PM
3	Too expensive for the less wealthy (poor) and seniors on fixed incomes.	6/21/2025 8:25 AM
4	Make it illegal to permanently park your car on the street so that big freight service and delivery trucks (and fire trucks and ambulances and maintenance trucks) can actually get through the roads.	6/17/2025 8:37 PM
5	I receive deliveries.	6/14/2025 5:22 PM
6	getting big trucks off residential roads would be great	6/3/2025 4:34 AM
7	Packages often delivered to wrong addresses entirely due to poor street labeling and lack of street lighting. Options for picking up and carrying parcels or packages non existent if you don't have a car and if your apartment office doesn't accept packages.	4/3/2025 11:18 PM
8	Can only say. Where is law enforcement for package theft. Thought this was a serious federal crime how about some real enforcement on this and some advertising counsel adds and examples of convictions to help detour these crimes. There should be a hotline also for rapid response investigation of suspicious activity. Maybe coordinate with home security va,era systems like ring	3/26/2025 9:16 AM
9	None	3/13/2025 8:15 AM
10	Make Passenger & Freight Rail Great Again (on the Palouse and to/from Pullman, please.	3/12/2025 1:32 PM
11	The signage in my South Hill area means delivery drivers consistently cannot find my home.	3/6/2025 5:12 PM
12	Idk	3/4/2025 5:23 PM
13	N/A	3/4/2025 11:06 AM
14	One of the top reasons to have a transportation system	2/28/2025 8:49 AM
15	n/a	2/28/2025 7:15 AM
16	either hand bags, parcel delivery fill most of my needs	2/27/2025 11:05 PM
17	Restrict/ Ban freight in neighborhoods unless permitted through City. Restrict delivery to end at 7.	2/27/2025 2:43 PM
18	Limit delivery vehicles in neighborhoods, they create excessive use & congestion.	2/26/2025 4:31 PM
19	no semis downtown	2/26/2025 7:02 AM
20	n/a	2/25/2025 1:25 PM
21	NA	2/25/2025 12:55 PM
22	My only issue with freight is that it can be hard to see around delivery vehicles when crossing	2/25/2025 12:04 PM

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the street. More bumpouts would be nice.

23	Trains are CONSTANTLY blocking my route to work.	2/25/2025 11:22 AM
24	Haven't participated.	2/25/2025 11:21 AM
25	N/A	2/25/2025 10:54 AM
26	Nothing comes to mind	2/23/2025 3:07 PM
27	That's important to get trucks around town, however they damage the roads due to over weight on the roads and also damage bridges due to height of the semis and the bridges	2/21/2025 11:30 AM
28	really really inefficient	2/21/2025 11:29 AM
29	ok now	2/20/2025 12:43 PM
30	I don't have any knowledge on this topic.	2/18/2025 7:54 PM
31	N/A	2/3/2025 12:04 PM
#	LAND USE AND DEVELOPMENT PATTERNS	DATE
1	Less appealing to walk through car dependent areas with few people on foot	6/27/2025 10:26 PM
2	Reduced single family developments that are an inefficient use of land and necessitate car ownership for those that live there.	6/26/2025 10:37 AM
3	Spokane could benefit from development patterns that prioritize walkability and bike ability. Higher densities, narrower streets, larger sidewalks and areas floor street trees.	6/26/2025 9:46 AM
4	More dense housing, get rid of parking lots in front of buildings, stop sprawling	6/26/2025 9:06 AM
5	Please add more green spaces, and upgrade bus stops. Making them pedestrian friendly will appeal for more people to use it and encourage walkability.	6/25/2025 4:22 PM
6	Infrastructure MUST be included	6/24/2025 8:32 AM
7	Stop The Sprawl!! Allow for density and save our rural communities from ugly suburbanization and car reliance.	6/23/2025 9:48 PM
8	The entire system (governmentS) much use their heads for future requirements, NOT just the immediate needs.	6/21/2025 8:25 AM
9	Density and walkability	6/17/2025 10:42 PM
10	Golf courses are a huge piece of land that's not generating revenue off-season and probably dumps a lot of pollution into the river.	6/17/2025 8:37 PM
11	I like the direction we are heading. No parking minimums and denser infill is needed.	6/17/2025 4:48 PM
12	Mini farm, 5.6 acres!	6/14/2025 5:22 PM
13	The upzone has really helped, but we do need more housing and especially more corner stores.	6/11/2025 7:17 AM
14	Need to develop more housing on the empty parcel	6/5/2025 10:14 PM
15	More mixed use zoning!!! There are way to many people who are forced to drive to places of opportunity and having stores and people together would help encourage walkability.	6/4/2025 10:41 AM
16	New construction should require bike lanes & sidewalk extensions/improvements in addition to vehicle lane improvements	6/2/2025 10:34 AM
17	TOO MUCH ALREADY!	6/2/2025 10:24 AM
18	More infill in empty lots/surface parking lots to increase density, increase foot and bicycle traffic and make transit even more viable for short to medium trips	5/29/2025 2:49 PM
19	Limiting most lots to single family homes for so many decades was a massive mistake; our city is too spread out and sprawly.	5/19/2025 7:41 PM
20	Encouraged by mult-family housing, which I hope leads to less expensive housing	5/19/2025 7:26 AM

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21	At the present time there are six different developments planned or in process all feeding onto Glenrose Road.	5/16/2025 11:12 AM
22	More houses in the Latah valley without improving services (especially finishing a new fire department, wildfire mitigation, and traffic on Hwy 195) is asking for major trouble!	5/10/2025 4:52 PM
23	Concentrated apartments in family housing areas make commuting and safety change for the worse.	4/26/2025 4:18 PM
24	District Centers. Make neighborhoods safe and walkable.	4/5/2025 10:14 PM
25	Streets and routes very convoluted, poor lighting along roads, random and long stretches of absolutely no sidewalks or crosswalks available which makes both walking and using wheelchairs, bikes, scooters, etc impossible even during fine weather and during the day. Setting out things in a grid with the focus on public transport (street car, subway, shuttle, train) would immensely improve the commute of many people.	4/3/2025 11:18 PM
26	Well the federally owned ones seem ok but the state run ones are just run amock with homeless or other questionable persons and again I have to pay for a stewardship pass to use them and so yeah feel quite under provided.	3/26/2025 9:16 AM
27	this is a problem - maybe with the down turn in the economy more people will turn to the bus system, biking etc.	3/20/2025 2:35 PM
28	Increased street parking due to zoning changes cannot ruin our neighborhoods.	3/15/2025 2:49 PM
29	There needs to be an incentive to densify pockets throughout the city/county.	3/14/2025 12:25 PM
30	None	3/13/2025 8:15 AM
31	As a walker/bus user, I would like to see more dense shopping centers. Downtown is a prime example of walkability, but places like Moran Prairie's shopping center(s) are very unwalkable due to the effluence of large parking lots (that rarely ever fill up!).	3/7/2025 9:47 AM
32	Everything where I live is suburban single family homes or barren land. I would like to see small businesses, multi family homes, townhouses, and parks.	3/6/2025 5:12 PM
33	Revamping parks	3/4/2025 5:23 PM
34	The prevalence of one way streets in downtown Spokane is very beneficial for pedestrians and walking. Generally, I feel very safe walking in downtown Spokane. I think one improvement would be to have signage about sidewalk closures due to construction up to a block before the sidewalk is closed, or to ensure that these are more consistently placed in this manner. I am supportive of land use patterns that support greater density, as it is a more efficient use of resources and allows for greater conservation of ecological areas and forests.	3/4/2025 11:06 AM
35	should work with competent planners	2/28/2025 8:49 AM
36	n/a	2/28/2025 7:15 AM
37	only where transit is sparse	2/27/2025 11:05 PM
38	N/A	2/27/2025 2:43 PM
39	I am all for mixed use housing and building on vacant and abandoned lots, but one size shouldn't fit all. For example, my neighborhood which is all single family homes adjacent to Lincoln Park have been fighting a proposed 16 town-home development with no parking required that 1. doesn't fit the neighborhood, 2. doesn't address inadequate infrastructure i.e. narrow semi dead-end street and no sidewalk as well an environmental concerns (nature corridor and wetlands) and 3. increased traffic congestion around an elementary school.	2/27/2025 12:31 PM
40	Better connection between services and housing and jobs	2/27/2025 11:50 AM
41	missing neighborhood centers. Must drive a distance for stores and entertainment	2/27/2025 9:41 AM
42	More wide sidewalk walkable spaces in Spokane Valley and Millwood.	2/26/2025 4:31 PM
43	As a parent who is the primary care giver, even if I wanted to take the bus to work in downtown Spokane I can't because I have to take my child to daycare/school and then get to work. Aligning bus lines with childcare and schools makes it more likely.	2/26/2025 9:35 AM
44	Extreme amount of new construction in Spokane Valley the last 5 years with very small	2/26/2025 8:16 AM

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	improvements to traffic congestion.	
45	Building up in areas with no parking is a poor planning idea. Not looking ahead to growth and planning for more hospitals, emergency services, police etc. does not make Spokane a safe place to live.	2/26/2025 8:02 AM
46	get the drug addicts out of here	2/26/2025 7:02 AM
47	sidewalks often disappear at the end of a developed area; there is often sidewalk missing between two developed areas	2/25/2025 3:26 PM
48	No park playground within a ten minute walk from me, so I end up driving with the kids.	2/25/2025 1:25 PM
49	NA	2/25/2025 12:55 PM
50	Spokane County has way too much sprawl	2/25/2025 12:27 PM
51	Most of the city is so sprawled out that it can feel a lot more dangerous to walk.	2/25/2025 12:04 PM
52	Too much development without infrastructure and road expansions on Hwy 195 corridor.	2/25/2025 12:02 PM
53	When there is new development of housing, the roadways and public transit services appear to be a second thought.	2/25/2025 12:00 PM
54	The City of Spokane (helped in part by State requirements) has recently gone a long ways to opening up infill/density opportunities which feeds directly into reducing car trips. This is an extremely positive development that other jurisdictions should be following to ensure our region stays fiscally and physically healthy.	2/25/2025 11:45 AM
55	Free indoor/semi-indoor public spaces feel very lacking.	2/25/2025 11:21 AM
56	N/A	2/25/2025 10:54 AM
57	Higher density parking lots/garages	2/23/2025 3:07 PM
58	unknown	2/21/2025 11:30 AM
59	repurpose unused buildings	2/21/2025 11:29 AM
60	like my big lot	2/20/2025 12:43 PM
61	The city (and especially the county) are too sprawly: too much parking has spread out our urban and suburban areas and made it nearly impossible to do anything other than drive.	2/18/2025 9:41 PM
62	We are contributing to too much sprawl. Vibrant communities need services and job opportunities in close proximity to our homes. We need to prioritise mixed-use development and minimum densities across Spokane. Not exclusively in the centers and corridors, but for all of our neighbourhoods. We need to allow for more small businesses to start in our residential neighborhoods, which would reduce the strain of starting a business on local entrepreneurs and would provide better services in proximity to housing. We need to rework this kind of development where it is appropriate rather than solely encourage it. Developers have proven that they do not respond to encouragement. Developers will only contribute to the vision chosen by the community if they are required to. We can set goals and priorities all we want, but if we don't hold to them and demand that developers participate in that shared vision, they will continually choose whatever is best for their bottom line regardless what the community has identified as a need or desire.	2/18/2025 7:54 PM
63	Land value tax.	2/18/2025 7:26 PM
64	Planning for wildlife first would generate better outcomes - and I would prefer quality over quantity. Growth-first models always fail.	2/14/2025 2:25 PM
65	Preserving green space	2/4/2025 8:23 AM
66	N/A	2/3/2025 12:04 PM
67	Build so people do not have to travel for miles. Services etc more condensed ie Europe and Japan	1/31/2025 9:07 PM
#	OTHER	DATE
1	I feel like it's wild to take away parking minimums first before good transportation infrastructure	6/17/2025 8:37 PM

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is in place. So you got condos that require two incomes to afford, with one or no parking spots and no nearby transit and no nearby food? Doesn't sound real nice for those occupants.

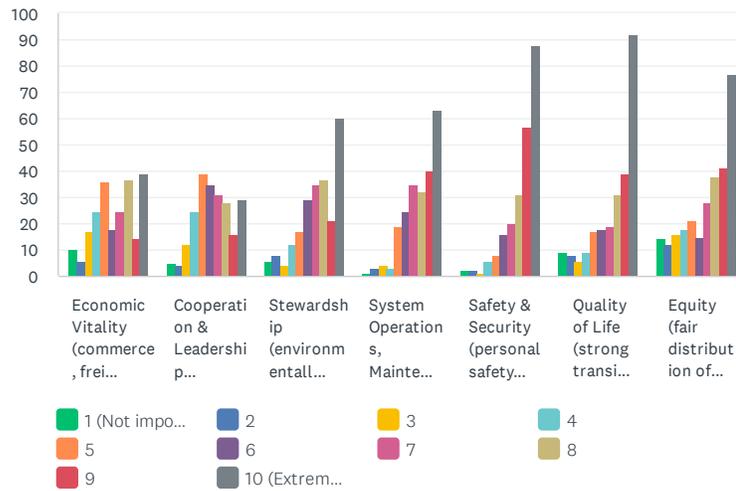
2	Wildfire designation.	6/14/2025 5:22 PM
3	Our roads are so bad. We are in desperate of resurfacing these roads. Especially in the downtown areas.	6/9/2025 11:38 AM
4	Scooters, bikes, skateboarders, etc need to follow traffic rules. They jump from sidewalks to streets, run red lights and stop signs, etc	6/5/2025 7:25 PM
5	We are facing an upgrade to the Urban Growth Boundary in 2026. If the density in the area changes is will only intensify the already existing problem.	5/16/2025 11:12 AM
6	I've talked to many local disabled or car-less people who would go to Green Bluff during the autumn, but their lack of transportation/parking/ability to drive means they can't go. If there was a frequent shuttle scheduled to go, or a streetcar, or a regular bus route out there, even a seasonal bus route that left from, say, public libraries and did round trips to Green Bluff during the autumn season, I know that many people would jump at the chance to pay and go there with their families. It would definitely increase the amount of business Green Bluff gets, and offer a lot of opportunities to the sizable community that would absolutely go to Green Bluff if they could, but are barred due to a lack of a reliable, cheap, fast way of getting there. (E.g. Paratransit and STA don't have a route that connects Spokane to Green Bluff, so the typical bus routes just don't go far enough.)	4/3/2025 11:18 PM
7	If you're gonna claim to care about bike lanes at least clear them up debris	4/2/2025 11:15 AM
8	Old lights need to be replaced with LARGER ones! The old smaller ones are hard to see. In Spokane Valley, I noticed when approaching lights. The lights do not line up with the lanes. The left green arrow can be over the right lanes. I had the green arrow to go left, but a man went through the light across from me and I almost struck him. I think he was confused about the lights.	3/27/2025 6:07 PM
9	Snow removal program is terrible. How about an app that would allow private companies to help with this. E.G. landscaping companies like Senske that also offer snow plow services could use app to get paid for plowing residential streets between their parking lot jobs. Potentially they could even use snow blowers to do sidewalks. Realistically there is a whole community that could pitch in here with the aid of an app. The irony here is the state is more than willing to have apps to collect a tax from us via E tolls but hasn't thought of this yet makes argument that it's more about taking in more money than providing the best services possible with the resources they have been afforded. Heat the streets in downtown district like they used to be in the 30's via the steam plant, maybe with new technologies now, and repurpose the snow removal equipment to the public schools and bus routes to prioritize those. Missed school means missed work for parents who already struggle with finances especially with day care costs then you add the government inefficiency tax and you get a lot of frustration and distrust with government programs because they have a great pattern of not providing the services they've been paid to do via public taxes, not to mention we spend more per student than over 80 percent of the rest of the world yet still have nearly the worst student performances, and Spokane is no exception, missed school days sure doesn't help.	3/26/2025 9:16 AM
10	I don't understand people fear of busses but it is a major issue in Both Spokane and Yakima. but we don't like to mix with other people it seems and miss the breath and depth of our humanity. Bus riding could help us develop compassion for ourselves and others if people would stay off the phone and say hi to one another.	3/20/2025 2:35 PM
11	Fix Hatch Road/195. Dangerous all over the place. Trees in sight line. Too many lanes to cross. Speed limit too fast. People make hurried, bad, dangerous driving decisions there all the time.	3/12/2025 1:32 PM
12	It's impossible to live in this city without a car	3/6/2025 5:12 PM
13	Concerned about the length of time to get to a park & ride, and a little worried about whether buses are truly safe.	3/3/2025 1:43 PM
14	n/a	2/28/2025 7:15 AM
15	N/A	2/27/2025 2:43 PM
16	Would love to see a light rail or something similar to travel north of Spokane	2/27/2025 12:53 PM

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17	Saying multi family units within 1/2 mile of a bus stop don't need parking doesn't take in to account the topography and walkability of neighborhoods. Infill should concentrate on neighborhoods near restaurants, other buisnesses and services.	2/27/2025 12:31 PM
18	Make Spokane more walker & public transit friendly! Like the City Line which is great. Airport transportation would be nice, based on all of the college students.	2/26/2025 4:31 PM
19	I live close to Pend Orielle County and work in Spokane. Will be retired when this occurs	2/26/2025 8:52 AM
20	Family obligations drives the "bus" on my transportation options.	2/26/2025 8:07 AM
21	With Spokane a "Boom" town we should be doing better with services, roadways/freeways, and the overall cleanliness of our town. Spokane used to be a beautiful town, with easy access to everything you need. It is not now!	2/26/2025 8:02 AM
22	bus routes between neighborhood business centers and not only to the downtown hub.	2/25/2025 4:56 PM
23	light rail from Idaho to Spokane would be ideal	2/25/2025 4:23 PM
24	Would love to see a regional light rail system connecting the Airport to CDA.	2/25/2025 3:29 PM
25	Buses do not run where I live near Stateline/Newman Lake area.	2/25/2025 1:58 PM
26	n/a	2/25/2025 1:25 PM
27	Access to bathrooms. Not having them at the VTC creates a challenge.	2/25/2025 12:46 PM
28	EV charging stations at EWU would improve my driving a carpool.	2/25/2025 12:30 PM
29	It is a free society. This bus thing is communist. The buses drive around empty for the most part. Buy mini vans. Stop pushing this agenda on me with my tax dollars. Listen to America right now. This theft of taxes dollars has to stop. It's our money not yours!	2/25/2025 12:02 PM
30	none	2/25/2025 11:57 AM
31	security at park and ride facilities to be improved so if someone vandalizes my vehicle they can be identified. Car was hit in park and ride and no video available.	2/25/2025 11:50 AM
32	Im could really use connction without stop between catalyst and EWU	2/25/2025 11:46 AM
33	N/A	2/25/2025 10:54 AM
34	Please get 395 finished!! Put pressure on the governor to complete it in less than 5 years!!!	2/21/2025 11:30 AM
35	I'd prefer to take a train for regional trips to Pasco or Seattle, but service is at awkward times (extremely late at night/early morning) and too inconvenient.	2/19/2025 3:43 PM
36	In question six it will only allow me to select a ranking for one principle. If I select a ranking for another it removes the check from my original choice. I would rank the following as most important: Stewardship, Quality of life, Equity, and Safety.	2/18/2025 7:54 PM

Q6 As a regional transportation planning agency, SRTC's mission is founded in the agency's Guiding Principles. All are important to SRTC's transportation planning activities. How would you rate the relative importance of each Guiding Principle for managing the regional transportation system:

Answered: 300 Skipped: 6

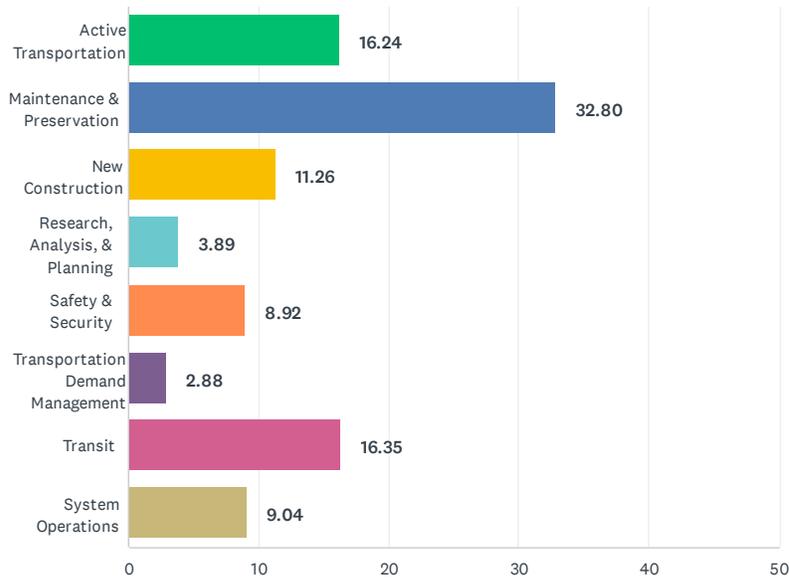


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	1 (NOT IMPORTANT)	2	3	4	5	6	7	8	9	10 (EXTREMELY IMPORTANT)
Economic Vitality (commerce, freight movement)	4.41% 10	2.64% 6	7.49% 17	11.01% 25	15.86% 36	7.93% 18	11.01% 25	16.30% 37	6.17% 14	17
Cooperation & Leadership (regional coordination/decision-making/public process)	2.23% 5	1.79% 4	5.36% 12	11.16% 25	17.41% 39	15.63% 35	13.84% 31	12.50% 28	7.14% 16	12
Stewardship (environmentally responsible, fiscally sound, resilient to events such as wildfire or flooding)	2.62% 6	3.49% 8	1.75% 4	5.24% 12	7.42% 17	12.66% 29	15.28% 35	16.16% 37	9.17% 21	26
System Operations, Maintenance, & Preservation (infrastructure in state of good repair, optimize system performance)	0.44% 1	1.33% 3	1.78% 4	1.33% 3	8.44% 19	11.11% 25	15.56% 35	14.22% 32	17.78% 40	28
Safety & Security (personal safety for all road users)	0.87% 2	0.87% 2	0.43% 1	2.60% 6	3.46% 8	6.93% 16	8.66% 20	13.42% 31	24.68% 57	38
Quality of Life (strong transit, biking, and walking connections and neighborhoods)	3.63% 9	3.23% 8	2.42% 6	3.63% 9	6.85% 17	7.26% 18	7.66% 19	12.50% 31	15.73% 39	37
Equity (fair distribution of transportation infrastructure, opportunity for all)	5.00% 14	4.29% 12	5.71% 16	6.43% 18	7.50% 21	5.36% 15	10.00% 28	13.57% 38	14.64% 41	27

Q7 There are many priorities for transportation investment and a finite budget. Over the next 20 years, how would you allocate spending in the following program areas?

Answered: 210 Skipped: 96



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Active Transportation	16	3,411	210
Maintenance & Preservation	33	6,855	209
New Construction	11	2,308	205
Research, Analysis, & Planning	4	785	202
Safety & Security	9	1,864	209
Transportation Demand Management	3	565	196
Transit	16	3,385	207
System Operations	9	1,827	202
Total Respondents: 210			

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Q8 Thinking about the future, what three key words characterize your vision of our transportation system in the year 2050? (e.g. innovative, safer, more/less congested, technology-focused, driverless, multimodal, energy-efficient)

Answered: 230 Skipped: 76

#	RESPONSES	DATE
1	be efficient, stop going along to get along, quit with what you learned in college and get with those that actually ride the bus.	6/30/2025 1:38 PM
2	Reliable, safe, choice, equitable	6/27/2025 10:26 PM
3	Walkable, accessible, sustainable	6/27/2025 3:26 PM
4	bikes, minimal cars, green spaces	6/27/2025 7:03 AM
5	Sustainable, active, safer.	6/26/2025 10:45 AM
6	Inclusive, safe, not car-centric	6/26/2025 10:37 AM
7	vibrant, safe, equitable	6/26/2025 9:06 AM
8	Walkable, Safer, Accessible	6/25/2025 4:22 PM
9	cost efficient; energy-efficient; safer	6/25/2025 4:14 PM
10	Connected, maintained, safe	6/25/2025 3:31 PM
11	Safer, innovative, clean	6/25/2025 3:30 PM
12	Safe, efficient, and serves all areas. Why not light rail from Coeur D'Alene to Spokane and then to the airport? It would be great for the future!!!	6/24/2025 8:32 AM
13	Car-light, transit-oriented, walkable	6/23/2025 9:48 PM
14	Innovative transportation for all that is energy efficient. (Light rail)	6/23/2025 8:56 AM
15	convenience, security, affordability	6/21/2025 8:25 AM
16	Walkable, transit-focused, dense	6/17/2025 10:42 PM
17	Elevated. Light. Rail.	6/17/2025 8:37 PM
18	Accessible, accessible accessible	6/17/2025 8:29 PM
19	Transit-reliable community	6/17/2025 8:24 PM
20	Less car centric	6/17/2025 4:48 PM
21	Driverless, energy-efficient, and implementing future technologies as available.	6/14/2025 5:22 PM
22	Multimodal, safe for kids and elderly especially, pedestrian- and bike-friendly	6/11/2025 7:17 AM
23	Accessible, integrated, comprehensive	6/10/2025 9:57 PM
24	Safer, well-maintained, variety	6/9/2025 11:38 AM
25	safer, energy-efficient, accessible to all	6/9/2025 7:53 AM
26	Convenient free safe	6/9/2025 12:16 AM
27	Less congestion, energy-efficient, safe	6/8/2025 7:40 AM
28	Modern, multimodal, driverless	6/5/2025 10:14 PM

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29	Public transportation/	6/5/2025 9:34 PM
30	Multimodal	6/4/2025 10:41 AM
31	Connected bicycle trails	6/3/2025 10:55 AM
32	usable, convenient, less congested	6/3/2025 4:34 AM
33	Overcongested 1-90 and incomplete north/south freeway	6/2/2025 9:44 PM
34	Safer, innovative, sustainable	6/2/2025 8:54 PM
35	more bus service	6/2/2025 5:22 PM
36	Safer, cleaner, efficient	6/2/2025 3:02 PM
37	end the waste	6/2/2025 2:45 PM
38	Environment forward - extended options for non-motorized travel, linked public transit services (light rail would be amazing! think big - light rail service from Coeur d'Alene to Seattle!) Responsive & Adapatable On the cutting edge of technology, environment & design	6/2/2025 10:34 AM
39	Less congested, safer and multi-modal	6/2/2025 10:24 AM
40	Maintenance, congestion, growth	6/2/2025 10:13 AM
41	Safe, multimodal, joyful	5/29/2025 2:49 PM
42	Deteriorated local roads	5/27/2025 4:25 PM
43	transit over cars	5/24/2025 9:42 PM
44	Less car dependent, safer	5/19/2025 7:41 PM
45	Multimodal, with reasonably safe and convenient options for peopl who dont drive. Transportation that enhances neighborhoods, making them more liveable.	5/19/2025 7:26 AM
46	Bold; life-giving	5/17/2025 8:51 AM
47	Innovative, less congested, multimodal	5/16/2025 10:24 PM
48	There is simply not enough money to keep up with transportation requirements as we know them. If the building and planning departments insisted that the developers had to pay for infrastructure, that would control the growth. So far they have been unwilling to do that. Our present model is simply not sustainable. 1. Less population; 2. Developer pays for infrastructure; 3. Teleportation(innovation).	5/16/2025 11:12 AM
49	Safe, Active Community Friendly, Efficient	5/16/2025 10:36 AM
50	right turn lanes, left turn yellow yield arrows	5/13/2025 12:07 PM
51	Energy-efficient, no more congested, safer.	5/10/2025 4:52 PM
52	Multimodal	5/8/2025 7:12 PM
53	Practical, reliable, affordable	5/8/2025 4:46 PM
54	Faster, cleaner, more efficient & far reaching.	5/8/2025 12:41 PM
55	Stop chasing bike lane numbers, eg, trying to get more bike lane miles per year for the sake of increasing the numbers. City & county are trying to increase their numbers at the expense of car flow. An example of this is the bike lane extension on Country Homes and Cedar, near St Mathews school. They removed a car lane for a short bike lane extension, and have now created a bottleneck for cars at this location, especially during incoming and outgoing school traffic.	5/8/2025 11:50 AM
56	Less Potholes! Less congested	5/8/2025 11:31 AM
57	All means ALL!	4/26/2025 4:18 PM
58	Less congested, smoother roads, safety lights/street lights	4/19/2025 4:10 PM
59	less restriction, get out of the way, less congestion	4/17/2025 12:16 PM

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60	more congested, slower, less safe	4/16/2025 7:46 AM
61	Multimodal, energy-efficient, innovative	4/15/2025 8:19 PM
62	More roads	4/15/2025 6:48 PM
63	Greener, Multimodal, Quieter	4/8/2025 10:12 AM
64	Multimodal, Transit improvements	4/7/2025 1:12 AM
65	safe, walkable, pedestrian-oriented	4/5/2025 10:14 PM
66	car-free, energy-efficient, accessible	4/3/2025 11:18 PM
67	Stop wasting money on useless projects that nobody wanted and nobody will use. You can't mandate behavior and make lazy. Americans ride their bike or walk to the store.	4/2/2025 11:15 AM
68	efficient, adaptive, maintained	3/31/2025 12:22 PM
69	Accessibility, location, affordable	3/31/2025 12:00 PM
70	Leave Division Alone!	3/28/2025 4:48 PM
71	Leave our streets alone you guys have done enough damage to this state	3/28/2025 3:13 PM
72	SAFETY COMES FIRST!	3/27/2025 6:07 PM
73	survey item 6 has an error in that each item cannot be marked with the same response as it will remove all duplicate selections even though each rating is from 1 to 10. The vision I have is more congested and less safe unless drastic measures are taken to improve/increase road capacity, enforce driving rules and/or have a much higher percentage of people actually using public transit, walking or carpooling and reducing their frequency of any commuting/travel. The area cold climate significantly reduces the practicality of biking/walking for necessary travel to work, shop, etc.	3/26/2025 11:03 AM
74	Proficient, dependable, Responsible	3/26/2025 9:16 AM
75	Innovative, safer, less congested	3/25/2025 7:45 PM
76	Multimodal, integrated with nature, bike/pedestrian friendly, coordinated/connected among neighborhoods, capitalizing on natural beauty	3/25/2025 7:19 PM
77	Multimodal, energy-efficient, safer Note: your numbers above total: 101 ?	3/20/2025 2:35 PM
78	Innovative, Diversified, Equity, Inclusive	3/17/2025 12:33 PM
79	Better condition. More congested.	3/15/2025 2:49 PM
80	Connect Communities Better	3/14/2025 12:25 PM
81	multimodal, safer, efficient	3/14/2025 10:01 AM
82	Safer Energy-efficient Cheaper	3/14/2025 7:05 AM
83	Less congested, safer, multimodal	3/12/2025 5:16 PM
84	Safer Preservation Multimodal	3/12/2025 2:00 PM
85	Safer, energy-efficient, accessible	3/12/2025 1:57 PM
86	Safe, multimodal, connected	3/12/2025 1:32 PM
87	Energy-efficient, multi-modal, equitable	3/12/2025 9:54 AM
88	Spokane area weather (especially in the winter) makes public transit very impractical.	3/12/2025 8:39 AM
89	Less energy intensive	3/11/2025 9:09 AM
90	Safe, Effortless, Healthy	3/7/2025 2:23 PM
91	Green Low-emission Dense	3/7/2025 9:47 AM
92	Innovative, safer, energy-efficient	3/6/2025 6:51 PM
93	Safe, connected, driverless	3/6/2025 5:12 PM

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94	Environmental, efficient, safer	3/6/2025 11:05 AM
95	Safer roads, more public transportation across town and from Cheney (not through the hub downtown), more sidewalks	3/5/2025 1:22 PM
96	High Speed Rail	3/5/2025 12:59 PM
97	North south freeway completed, better bus infrastructure, roundabouts, parking spot removal for outdoor patios and more walkable space.	3/4/2025 5:23 PM
98	multimodal, transit-oriented, safer	3/4/2025 4:46 PM
99	safer, equitable, human-scale/person-oriented	3/4/2025 11:06 AM
100	less congestion, safer, ease of access	3/4/2025 9:41 AM
101	innovative, safer, rapid	3/3/2025 1:43 PM
102	walkable; bike friendly; safer for non drivers	3/2/2025 9:09 AM
103	NO PUBLIC TRANSPORTATION!!	3/2/2025 6:40 AM
104	Transportation systems should be different depending on the size of your city. Colfax doesn't need a robust bus system for example. Spokane doesn't need to spend the same percentage as Seattle either for transit.	2/28/2025 8:49 AM
105	hoping for less congestion.	2/28/2025 7:15 AM
106	Safe efficient, on time, far teaching	2/27/2025 11:05 PM
107	innovative, efficient, economic	2/27/2025 2:43 PM
108	efficient public transit; energy-efficient; walkable	2/27/2025 2:39 PM
109	multimodal, energy efficient, less congested	2/27/2025 2:33 PM
110	innovative, safer, multimodal	2/27/2025 12:53 PM
111	More buses/light-rail	2/27/2025 12:46 PM
112	Safety, efficiency, multimodal	2/27/2025 12:31 PM
113	Multimodal, safe, women	2/27/2025 11:50 AM
114	Optimize existing infrastructure	2/27/2025 10:27 AM
115	share the road	2/27/2025 9:41 AM
116	Less congested, multimodal, energy efficient	2/26/2025 4:31 PM
117	the governors directive for state service to prioritize telework is now being mostly ignored. Many of us were appropriately doing so and then they started pulling it back and going backwards.	2/26/2025 12:18 PM
118	I would like a public transit system that regular people will choose to use, rather than one which is mostly used by people who have no other choice.	2/26/2025 10:53 AM
119	Safe for all	2/26/2025 9:50 AM
120	safer for cyclists	2/26/2025 9:49 AM
121	Walkable, multimodal, safer	2/26/2025 9:35 AM
122	Connected, efficient, sustainable.	2/26/2025 9:09 AM
123	resilient, efficient, less congested	2/26/2025 8:55 AM
124	quicker, safer, environmentally friendly	2/26/2025 8:16 AM
125	Light rail system	2/26/2025 8:13 AM
126	All of the listed.	2/26/2025 8:09 AM
127	More/Less Congestion Road Quality More Freeways	2/26/2025 8:02 AM

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128	It needs to adjust to the actual usage. We need smaller busses, not larger busses that dont fit on our streets and cause more traffic.	2/26/2025 7:46 AM
129	higher speed, lower commute times	2/26/2025 7:02 AM
130	Unhazardous, Multimodal, LawEnforcement	2/25/2025 8:04 PM
131	connect business districts	2/25/2025 4:56 PM
132	Safer, less congested, innovative	2/25/2025 4:50 PM
133	Fewer cars, more bikes and pedestrian friendly city	2/25/2025 4:44 PM
134	light rail	2/25/2025 4:23 PM
135	well-maintained, moving, and collaboratively community-oriented	2/25/2025 3:29 PM
136	safe, energy-efficient, accessible	2/25/2025 3:26 PM
137	more/less congested, technology-focused, multimodal, energy-efficient	2/25/2025 2:19 PM
138	Less Congestion, energy-efficient, safer	2/25/2025 2:15 PM
139	Energy-efficient, public	2/25/2025 2:15 PM
140	Have developers pay for new construction, safety, and security. More mass transit and active transportation.	2/25/2025 2:09 PM
141	safer, less congested, maintain what we have	2/25/2025 1:58 PM
142	Battery-powered free individual use methods for short range, < 15miles and automated group travel for greater ranges	2/25/2025 1:49 PM
143	energy-efficient, public transit	2/25/2025 1:39 PM
144	Walk/bike-able; clean; accessible	2/25/2025 1:25 PM
145	innovative, safer, technology-focused	2/25/2025 1:16 PM
146	safer, cleaner, faster	2/25/2025 1:04 PM
147	Non-political Functional Adaptive (to the times)	2/25/2025 12:55 PM
148	Safe, Tech-focused, multimodal	2/25/2025 12:46 PM
149	less congestion, multimodal, technology-focused	2/25/2025 12:42 PM
150	energy-efficient, widespread, smart	2/25/2025 12:30 PM
151	Safety, connection timing, heating in transfer stations	2/25/2025 12:29 PM
152	Multimodal	2/25/2025 12:27 PM
153	Maintenance-oriented, safer, bike/pedestrian	2/25/2025 12:25 PM
154	Equitable, safe, and responsible	2/25/2025 12:25 PM
155	Safety, multimodal, connectivity	2/25/2025 12:04 PM
156	Denser, more walkable, safer	2/25/2025 12:04 PM
157	Safer, carless, environmentally sound	2/25/2025 12:03 PM
158	more, safer, faster	2/25/2025 12:02 PM
159	My Car My Choice! Seems like you apply this type of phrase to meet only your agenda. new construction at 100% is listed only because I was not allowed by this process to put 0.	2/25/2025 12:02 PM
160	energy-efficient, technology-focused, safer	2/25/2025 12:00 PM
161	Less congested, more public transportation	2/25/2025 11:59 AM
162	continue being efficient.	2/25/2025 11:57 AM
163	safety, energy efficient, equality	2/25/2025 11:56 AM

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164	Hearse, burial plot	2/25/2025 11:55 AM
165	Everyone travels safely	2/25/2025 11:52 AM
166	energy-efficient, multimodal, safer	2/25/2025 11:50 AM
167	We need more mass transit options like light rail for instance (less congestion, pollution, green energy, and less cars)	2/25/2025 11:48 AM
168	Light rail please!	2/25/2025 11:47 AM
169	Innovative Non-motorized prioritization	2/25/2025 11:46 AM
170	Safer, multimodal, sustainable.	2/25/2025 11:45 AM
171	safer, innovative, multimodal	2/25/2025 11:44 AM
172	safe, convenient, efficient	2/25/2025 11:44 AM
173	na	2/25/2025 11:42 AM
174	Time-efficient, energy-efficient, safe	2/25/2025 11:41 AM
175	NSC will be constructed and fully operational!	2/25/2025 11:36 AM
176	maintained, less congested, energy efficient	2/25/2025 11:34 AM
177	intercity, clean energy, energy-efficient	2/25/2025 11:27 AM
178	People aren't excited to take public transit unless it's safe and clean. Until that happens, most of us will never give up our cars. It's also hard to put your time in the hands of rapid transit when it's not fast or efficient.	2/25/2025 11:26 AM
179	Resilient, connection, multimodal	2/25/2025 11:22 AM
180	Affordable, green and reliable	2/25/2025 11:22 AM
181	Bigger faster roads	2/25/2025 11:21 AM
182	Safer, Environmentally-friendly, Efficiency-friendly	2/25/2025 11:18 AM
183	multimodal, safe, efficient	2/25/2025 11:14 AM
184	Expansive, cohesive, intuitive.	2/25/2025 11:13 AM
185	safety economical quick	2/25/2025 11:12 AM
186	More bike paths/ev bicycles feel safer	2/25/2025 11:11 AM
187	safe clean obey all traffic laws-dont speed or stop suddenly	2/25/2025 11:11 AM
188	Fiscally responsible and self-sustainable. No new state/county/city taxes to make any of these ideas happen. We are already taxed out of affordability.	2/25/2025 11:05 AM
189	more user friendly	2/25/2025 10:54 AM
190	NS freeway DONE!!	2/24/2025 8:03 AM
191	Biking, Busing, Walkable	2/23/2025 3:07 PM
192	Complete US-195 Projects	2/23/2025 10:36 AM
193	Less congested/safer	2/21/2025 3:39 PM
194	not falling apart	2/21/2025 1:11 PM
195	safer multimodal human-powered	2/21/2025 1:04 PM
196	I have noted that many STA buses have few riders on them and perhaps smaller buses could be used instead. Some nw bike lanes downtown Spokane are not safe for riders and vehicles - lanes were unfortunately taken out to accommodate them. Lime Scooter riders violate many laws, including riding on sidewalks, under age 18 riders, more than 1 rider on a scooter, riding too fast, not wearing helmets, etc. Thank you.	2/21/2025 11:30 AM
197	question 6 doesn't work - it's not possible to respond to adjacent items	2/21/2025 11:29 AM

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198	Fast, safe, easy	2/21/2025 8:01 AM
199	mult-modal energy-efficient safe for users of all forms of transportation	2/20/2025 9:16 PM
200	technology-focused, technology-assisted-drivers, rail-system	2/20/2025 7:58 PM
201	Safer, less congestion, multimodal, pedestrian-focused, busses	2/20/2025 2:35 PM
202	less congested	2/20/2025 2:35 PM
203	hope it will be better	2/20/2025 12:43 PM
204	More public transportation, less emphasis on cars. Get rid of the politicians ruining everything in positions of power because of their MAGA dedication.	2/20/2025 11:37 AM
205	energy-efficient, communal, walkability	2/19/2025 3:43 PM
206	Rail-focused, expanded, efficient	2/19/2025 11:19 AM
207	Safe, Efficient, Innovative	2/19/2025 9:06 AM
208	Better pedestrian access to all neighborhoods.	2/19/2025 8:00 AM
209	Bike friendly Energy efficient Well maintained Better snow removal (more like MN)!!	2/19/2025 6:47 AM
210	Innovative - light rail options potentially. More efficient Safer routea	2/18/2025 9:50 PM
211	Not-car-dependent, safer, accessible	2/18/2025 9:41 PM
212	Multi-modal, car-free, equitable.	2/18/2025 7:54 PM
213	Safer, equitable, carbon-free	2/18/2025 7:27 PM
214	Trains trains trains	2/18/2025 7:26 PM
215	safer, energy efficient, less congested	2/18/2025 11:25 AM
216	Multi-modal, safer	2/15/2025 6:32 PM
217	Car-centric short-sighted compromised.	2/14/2025 2:25 PM
218	energy efficeint, more bike lanes, more bus routes, less emphasis on more lanes and more roads. Walkable is also very important	2/13/2025 3:10 PM
219	innovative, multi modal, energy-efficient	2/13/2025 10:07 AM
220	More Travel Lane, More Lights, update on/off ramps, better landscaping along Interstate 90	2/7/2025 9:46 PM
221	SAFER, CLEAN ENERGY, INCLUSIVE	2/6/2025 12:41 PM
222	Easy to USE	2/6/2025 8:12 AM
223	Equity, fiscal responsibility safety	2/4/2025 8:23 AM
224	Innovative, energy efficient, co2 minimizing	2/3/2025 12:06 PM
225	efficiency, safety, quality	2/3/2025 12:04 PM
226	Keep it simple	2/2/2025 2:03 PM
227	Less obstruction, more safety, more opportunity	2/1/2025 11:43 AM
228	Carbon neutral or negative, safe, equitable, enjoyable	1/31/2025 9:52 PM
229	Safe for bikes and pedestrians, clean energy, less vehicals	1/31/2025 9:07 PM
230	Dedicated bike paths for safer commute and recreation.	1/30/2025 8:56 AM

B LAND USE & PLANNING ASSUMPTIONS

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 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 SRTC TAZ and LAD boundaries.

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 TAZ and LAD Boundaries

- Land Use Allocation Districts (LAD)
- Transportation Analysis Zones (TAZ)

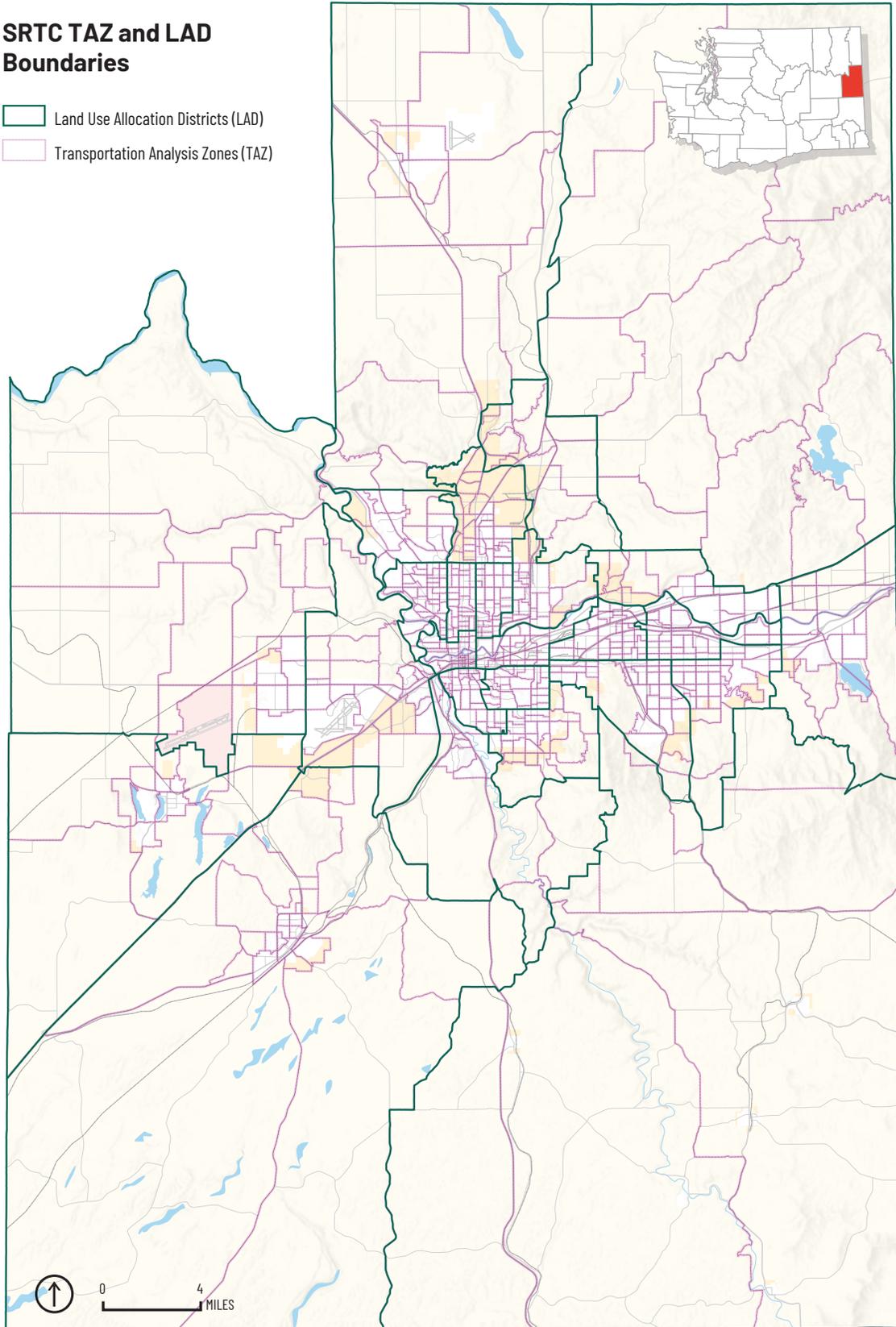


Figure B.01 **SRTC TAZ and LAD Boundaries**

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

Code	Description	Type	Measure
LU1	Single-family, duplex, triplex, manufactured or mobile home	Population	Households
LU2	Four or more residential units on a single parcel	Population	Households
LU3	Hotel, motel, or campsite	Other	Rooms
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) ¹	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

¹ 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.

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%

This data was also attributed with three-digit use codes and a field indicating the presence of a dwelling unit on the parcel.

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’s 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 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%

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

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

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.

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

The Horizon 2050 models are based on the demographic characteristics and travel behavior identified by the 2022 SRTC Household Travel Survey. The most recent major model updates occurred in 2022 using 2020 Census data and other information.

Demographics currently utilized in the model include household income, household size (in persons), and number of workers per household. For modeling purposes, the demographic characteristics included in the model are assumed to remain stable through the planning horizon.

Travel behavior is also discerned from the travel survey. Behaviors such as mode preference, number of trips per household per day, fluctuations in parking prices, and/or gas prices, may be revealed with additional travel surveys over time. However, the current model sets do not assume any fundamental changes in household travel behavior between the 2022 and 2050 models.

Forecasting Methods

The complexity of an MPO's forecasting methods can vary considerably, depending on current transportation conditions, and on the future transportation investments and policies being evaluated. Current forecasting methods and model details are described below.

Model Specification

SRTC utilizes the software program VISUM to run a traditional four step, trip-based model for travel forecasting. The four major steps of the modeling process are trip generation, trip distribution, mode choice, and network assignment.

Trip Generation

The model utilizes household characteristics and land use data to generate the demand for trips by trip purpose for each TAZ.

Trip Distribution

Trip demand that is generated in the trip generation step are distributed geographically throughout the region based on gravity model functions for the following trip purposes: home-based work (HBW), home based retail (HBR), home-based school (HBSc), home-based college (HBColl), home-based other (HBO), non-home based (NHB), and commercial (COM).

Mode Choice

The mode choice model uses a nested Logit structure. This structure takes into account that mode choice requires more than one decision point. Trip makers must first choose between auto, transit or walking/biking, and then they choose between driving alone or carpooling (auto) or walking or driving to transit (transit). The utility of a given mode varies by household characteristics and trip purpose, and includes variables such as travel time, distance, and parking costs (auto); perceived journey time (transit), and fares (transit).

Auto and Transit Assignment

The assignment step allocates trips to the active links and transit routes from origin to destination. The current model is run for all time periods; however, the model is primarily validated for the PM peak hour and the daily total.

Assignment Validation

The 2022 model assignment results are validated against the most recent traffic counts available using a screenline analysis. Transit assignment is validated to 2022 ridership and park and ride usage data.

Network Characteristics and TAZ System

Network characteristics vary slightly for each model in the Horizon 2050 model set. This is due to different projects and associated network changes that are present in each model. All existing and committed projects, including the regionally significant projects listed in Chapter 4, are included in the 2050 forecast model. The network characteristics described below are for the 2022 base model.

The modeled geography consists of 670 TAZs. This includes 622 standard “internal” zones, 34 external station zones, and 14 pseudo-zones representing park and ride locations. The TAZ system for the model region is shown in Figure B.06. External station zones are represented by triangles at the edge of the modeled geography with connectors into the model network.

There are more than 18,000 active links, or roadway segments, in the model (approximately 66,000 in total). Active links include all roadways classified as a collector or higher. In addition, a number of local roads are also activated for assignment to better reflect local travel patterns and transit routing. There are many inactive links that are included in the model for illustrative purposes; they are not utilized in the modeling process.

There are over 8,800 active nodes in the model (more than 24,000 total). Many nodes represent intersections and may be classified as signalized, two-way stop controlled, all-way stop controlled, roundabout, or uncontrolled.

The model uses zone connectors to emulate traffic generated on local roads, driveways or other local access. There are almost 4,200 connectors in the model; some of these connectors connect external zones or park and ride locations to the active links in the model network. A map of the model network is shown in Figure B.08. A complete summary of primary indicators from the model is provided in Figure B.09.

SRTC Model Transportation Analysis Zone (TAZ) System

- Internal TAZ
- External TAZ

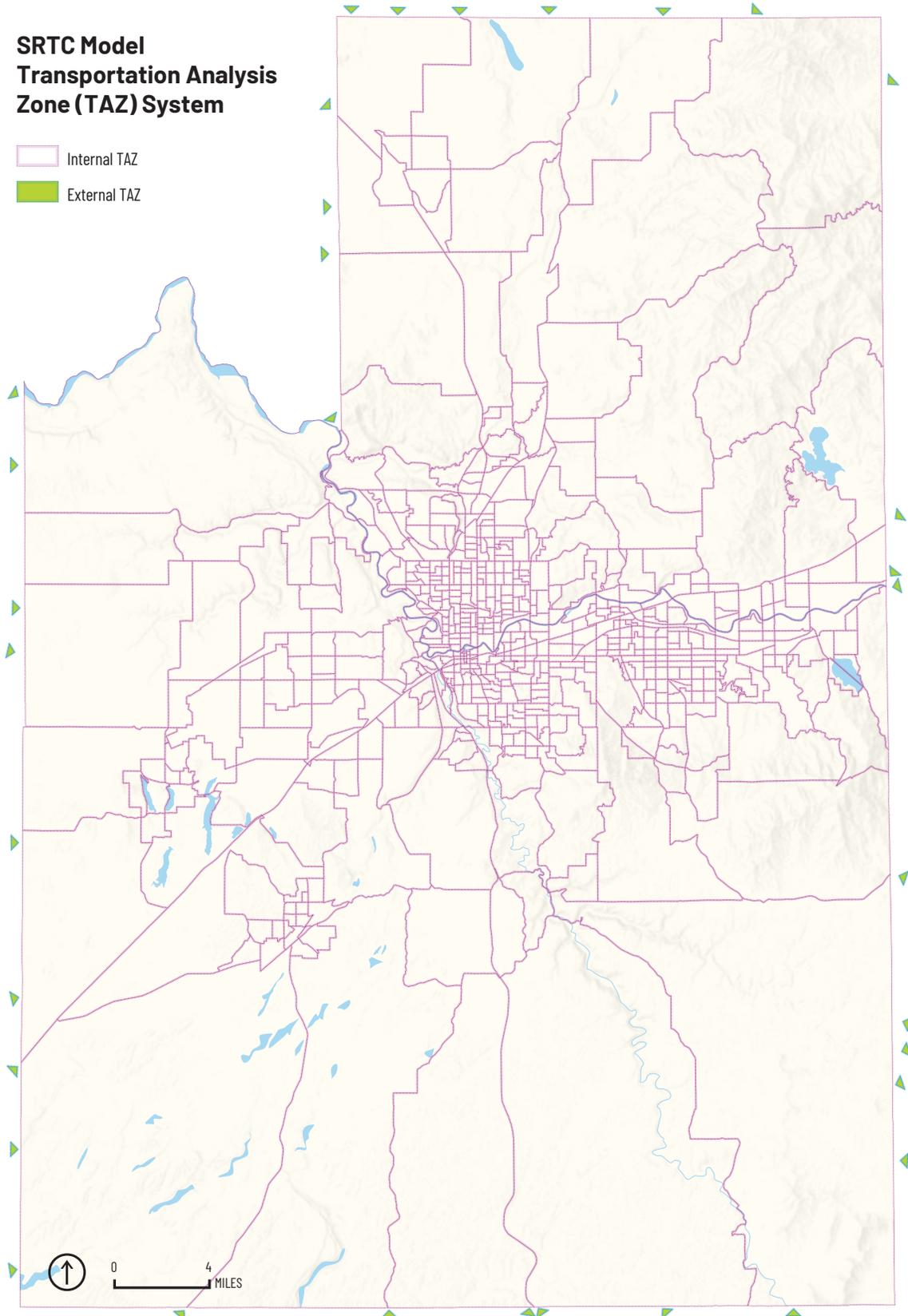


Figure B.06 **SRTC Model TAZ System**

SRTC Model Network

- Links (2022 Base/2050 Baseline Scenario)
- Future Links (2050 Build Scenario)

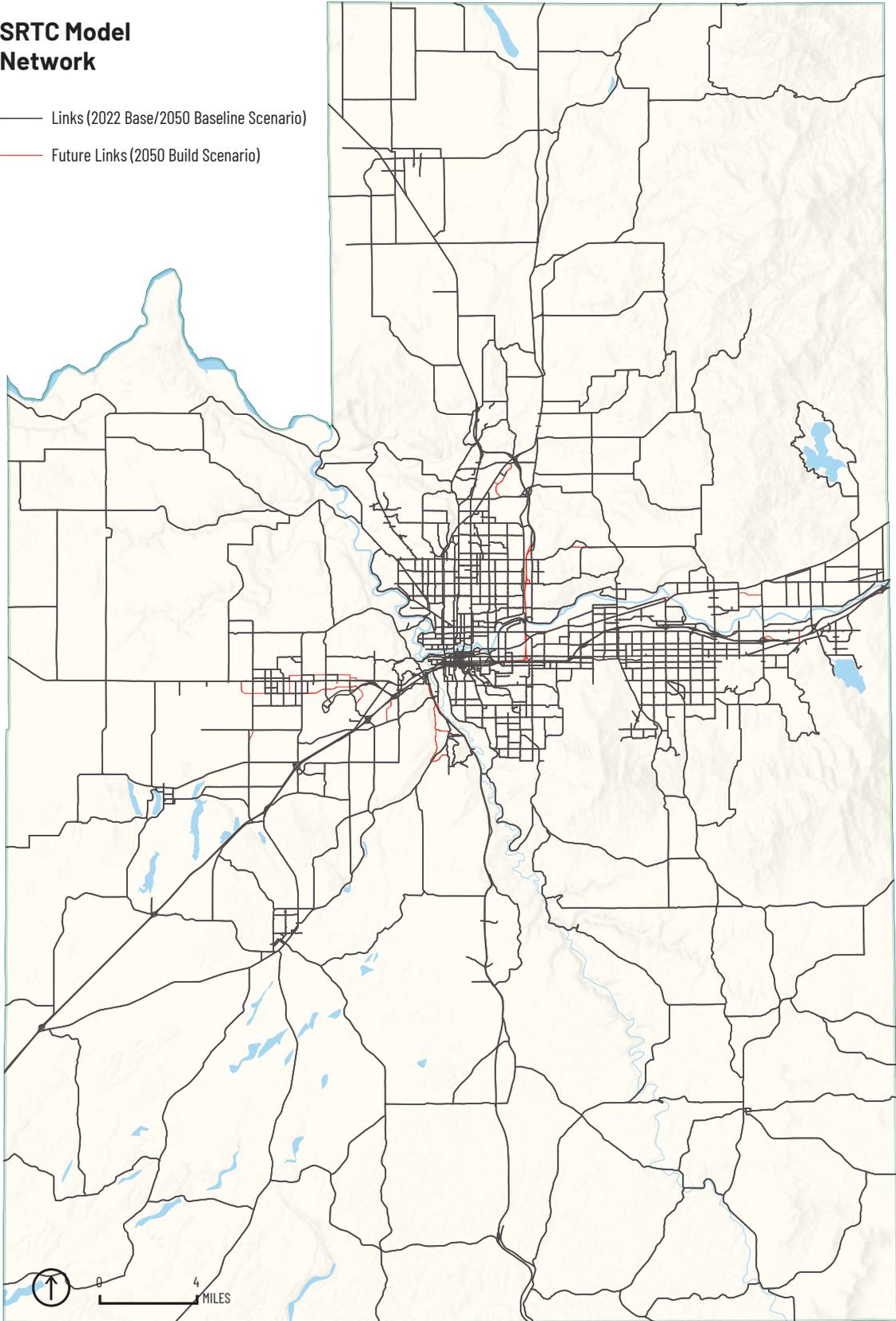


Figure B.07 **SRTC Model Network**

Figure B.08 **Summary of SRTC Model Primary Indicators**

Primary Indicators	2022 Base	2050 Baseline	% Δ Base to Baseline	2050 Build	% Δ Base to Build	% Δ Baseline to Build
Person trips (PrT)	2,208,782	2,806,610	27.1%	2,806,610	27.1%	0.0%
Vehicle trips (PrT)	1,750,921	2,388,674	36.4%	2,390,863	36.5%	0.1%
Linked transit passenger trips (PuT)	18,113	21,114	16.6%	27,515	51.9%	30.3%
Unlinked transit passenger trips (PuT)	21,979	25,726	17.0%	34,742	58.1%	35.0%
Park & Ride Trips (drive access) (PuT)	1,392	1,733	24.5%	2,167	55.7%	25.0%
Combined walk and bike trips	160,465	202,867	26.4%	193,187	20.4%	-4.8%
Single Occupancy Vehicle %	49.11%	50.13%	2.1%	50.15%	2.1%	0.0%
High Occupancy Vehicle %	36.18%	35.37%	-2.2%	35.46%	-2.0%	0.3%
Walk to bus %	0.76%	0.69%	-9.2%	0.90%	18.4%	30.4%
Drive to bus (park & ride) %	0.06%	0.06%	0.0%	0.08%	33.3%	33.3%
Walk %	6.08%	6.07%	-0.2%	5.73%	-5.8%	-5.6%
Bike %	1.19%	1.16%	-2.5%	1.15%	-3.4%	-0.9%
Daily VMT	10,287,110	14,377,277	39.8%	14,524,430	41.2%	1.0%
Daily Per Capita VMT	18.68	21.47	14.9%	21.69	16.1%	1.0%
Daily VMT Per HU	46.65	52.49	12.5%	53.03	13.7%	1.0%
PM Peak Hr VMT	810,123	1,111,688	37.2%	1,123,383	38.7%	1.1%
PM Peak Hr VMT Per HU	3.67	4.06	10.6%	4.1	11.7%	1.0%
Daily VHT	260,477	391,404	50.3%	382,421	46.8%	-2.3%
Daily Per Capita VHT	0.47	0.58	23.4%	0.57	21.3%	-1.7%
Daily VHT Per HU	1.18	1.43	21.2%	1.4	18.6%	-2.1%
PM Peak Hr VHT	21,558	32,813	52.2%	32,345	50.0%	-1.4%
PM Peak Hr VHT Per HU	0.1	0.12	20.0%	0.12	20.0%	0.0%
Daily VHD	43,030	85,215	98.0%	85,513	98.7%	0.3%
Daily Per Capita VHD	0.08	0.13	62.5%	0.13	62.5%	0.0%
Daily VHD Per HU	0.2	0.31	55.0%	0.31	55.0%	0.0%
PM Peak Hr VHD	4,211	8,696	106.5%	9,079	115.6%	4.4%
PM Peak Hr VHD Per HU	0.02	0.03	50.0%	0.03	50.0%	0.0%
Total Employment	231,250	307,772	33.1%	307,772	33.1%	0.0%
Housing Units (HU)	220,514	273,907	24.2%	273,907	24.2%	0.0%

C FINANCIAL FORECAST METHODOLOGIES

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

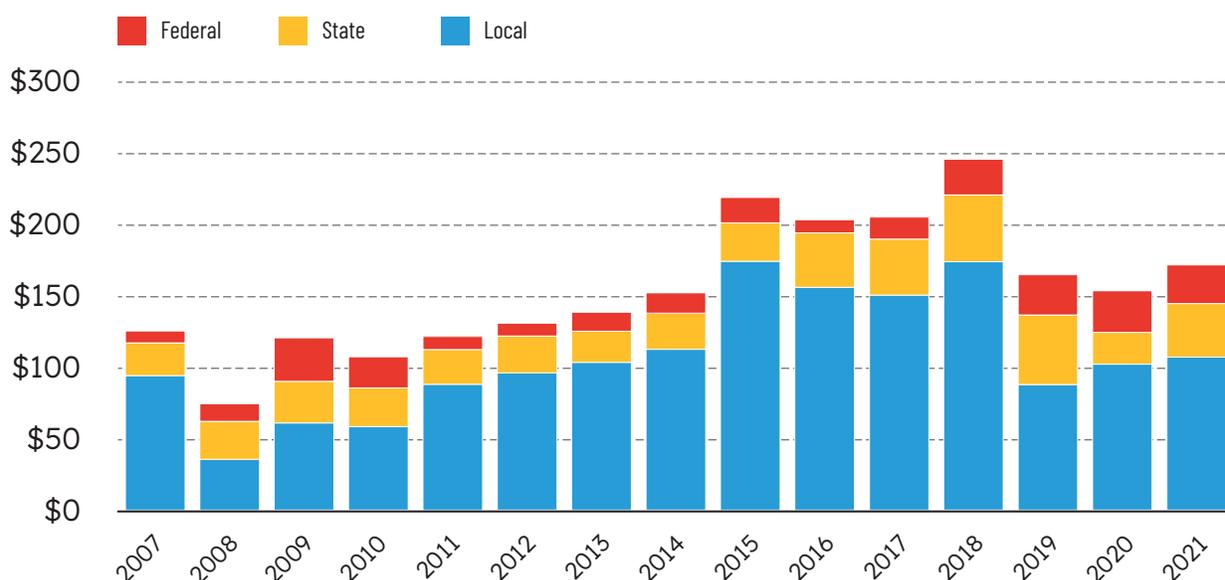
For Spokane County and the 13 cities in the SRTC region, we categorized revenues using WSDOT data and the following categorizations, which are consistent with the prior MTP update:³

- ▶ **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 YOE\$
Local Road User Taxes	Local	Average 2007-2021 value in 2025\$, constant
Other Local Receipts	Local	Specified growth rate of 3% per year in YOE\$
Property Taxes	Local	Specified growth rate of 1% per year in YOE\$
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 YOE\$; 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 YOE\$ 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 YOE\$ 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 YOE\$.
- ▶ **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\$)

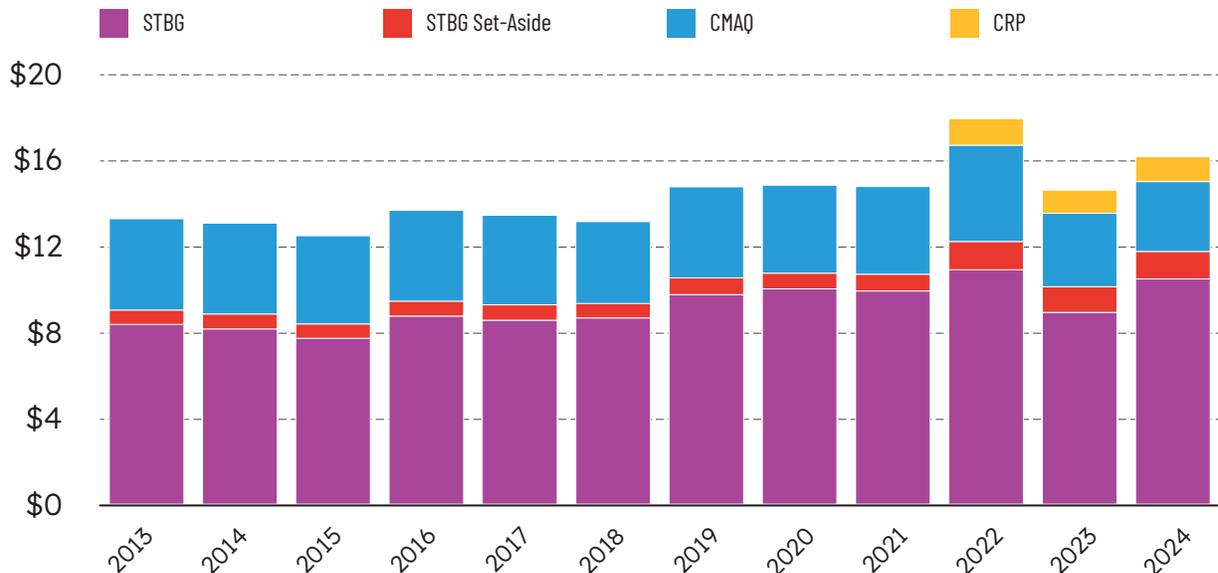


Figure C.04 **Financial Forecast Assumptions for SRTC Region**

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\$)

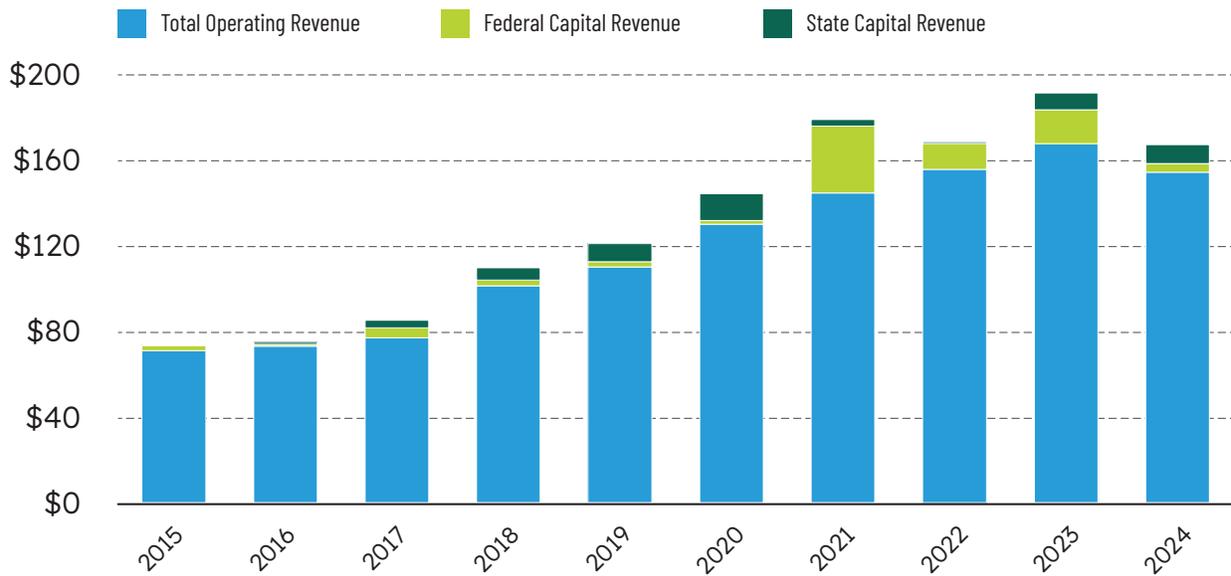


Figure C.07 **Financial Forecast Assumptions for STA**

Sources: STA, 2025.

Revenue Source	Projection Method and Assumptions
State Capital Revenue	Provided by STA through 2050
<ul style="list-style-type: none"> ▶ 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.

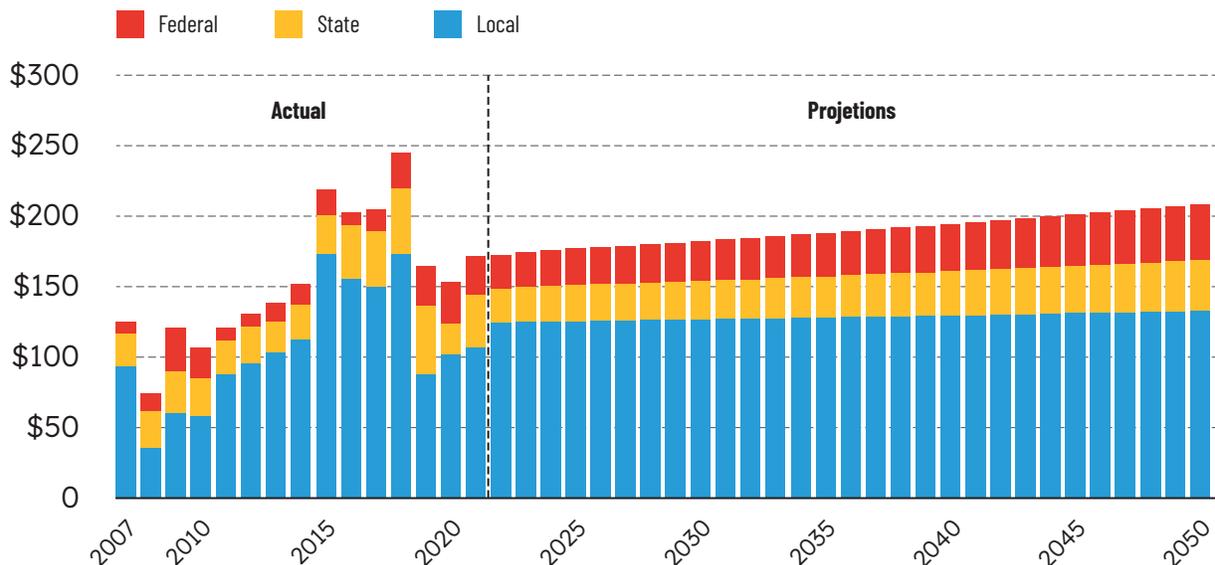
As detailed in the Financial Assumptions section, our forecast assumptions vary across revenue sources. Overall, these forecast assumptions lean more conservative than aggressive through the planning time frame, particularly for revenue sources with a significant amount of historical variation. Where 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\$)

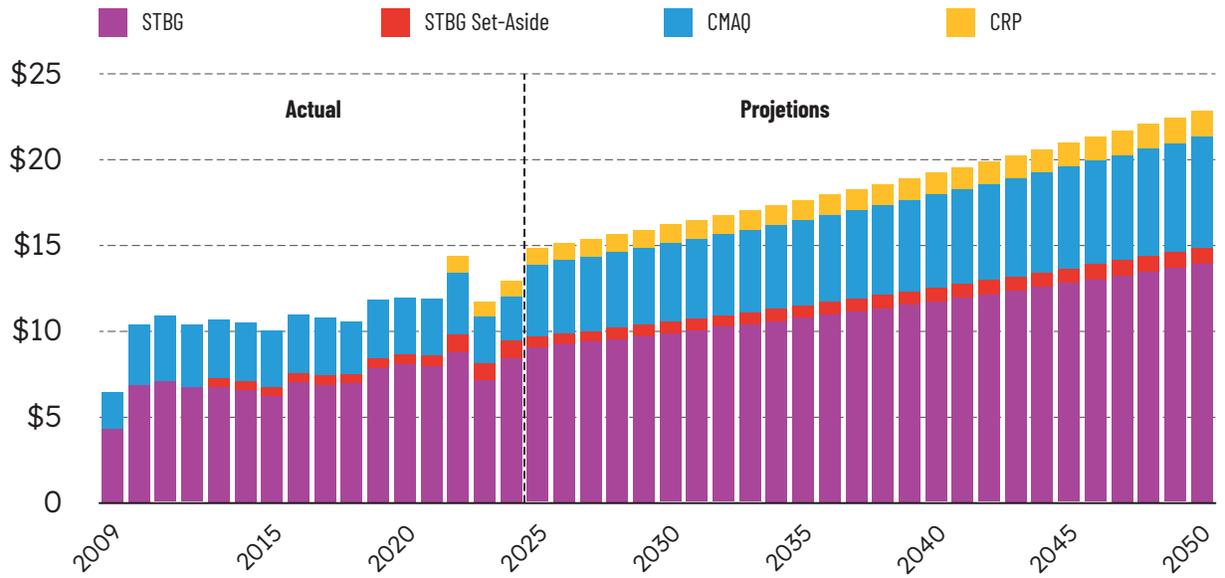


Regional: SRTC

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\$)

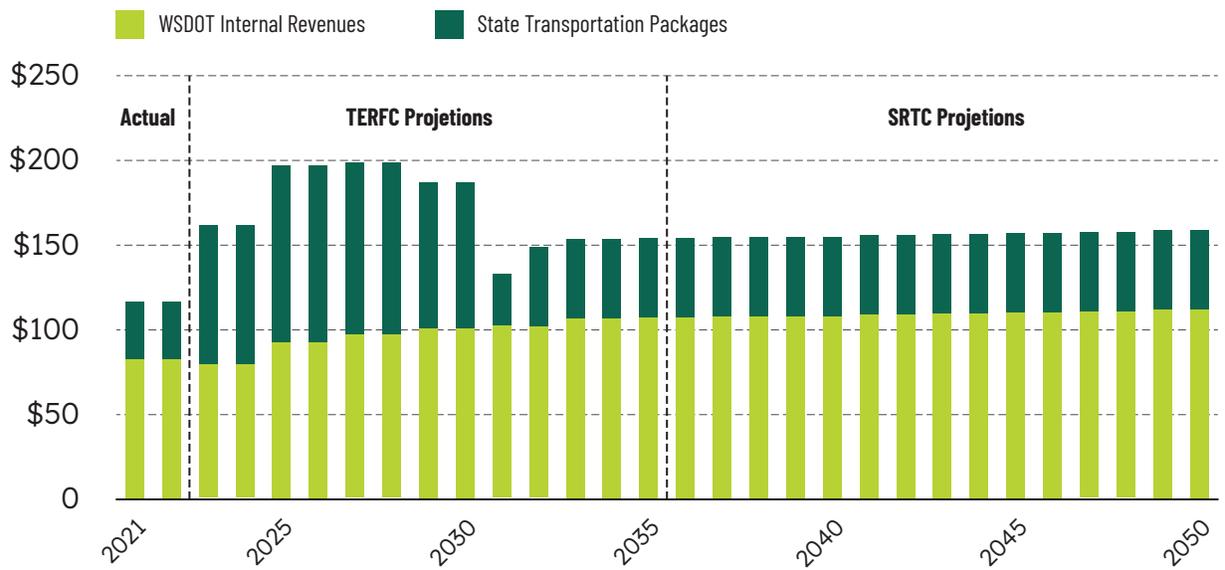


WSDOT

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

Figure C.10 Projected Transportation Revenues for WSDOT

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

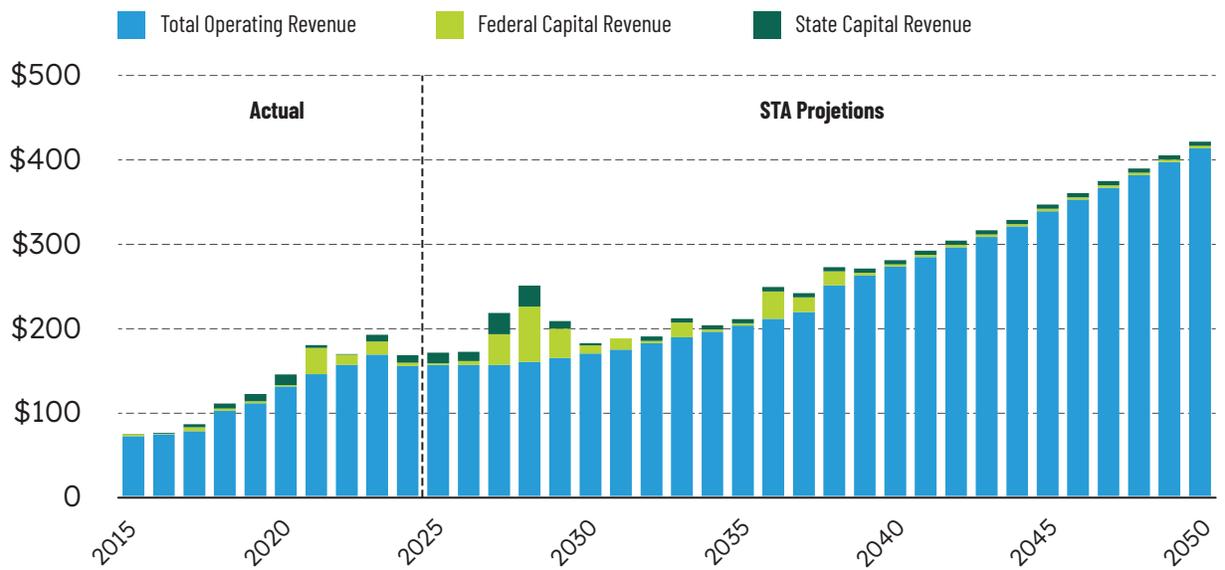


STA

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

Figure C.11 **Projected Transportation Revenues for STA**

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



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.

Figure C.13 **Summary of Potential Revenue Sources**

Revenue Source	Description	Eligible Expenditures			
		Transportation Restricted	Programmatic	Capital	Voted
Federal Sources					
National Highway Performance Program (NHPP) » 23 U.S.C. Section 119	▶ To fund construction and maintenance projects located in the National Highway System (NHS)—which includes the entire Interstate system and other highways classified as principal arterials.	✓	✓	✓	No
Surface Transportation Block Grant (STBG) Program » 23 U.S.C. Section 133	▶ Provides flexible funding that may be used by states and local governments for surface transportation improvement projects.	✓	✓	✓	No
STBG Set-Aside » 23 U.S.C. Section 133	▶ To fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school and other transportation-related activities.	✓	✓	✓	No
Congestion Mitigation and Air Quality Improvement (CMAQ) Program » 23 U.S.C. Section 149	▶ Provides flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.	✓	✓	✓	No
Highway Safety Improvement Program (HSIP) » 23 U.S.C. Section 148	▶ Provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	✓	✓	✓	No
Metropolitan Planning Program » 23 U.S.C. Section 134	▶ To assist regions in meeting requirements for developing and updating long-range plans and short-term transportation improvement programs.	✓	✓	✓	No
Transportation Infrastructure Finance and Innovation Act (TIFIA) » 23 U.S.C. Section 601	▶ Provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.	✓		✓	No

Eligible Expenditures

Revenue Source	Description	Transportation Restricted	Programmatic	Capital	Voted
Community Development Block Grant (CDBG) Programs » 42 U.S.C. Section 5301	▶ Federal funds available to cities and counties for a variety of public facilities including transportation improvements, housing, and economic development projects that benefit low to moderate income households.			✓	No
Urbanized Area Formula Funding Program » 49 U.S.C. Section 5307	▶ Largest of FTA's grant programs; provides funding to urbanized areas (population of 50,000 or more) for transit capital and operating assistance and for transportation related planning.	✓	✓	✓	No
Fixed Guideway Capital Investment Grants » 49 U.S.C. Section 5309	▶ Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.	✓		✓	No
Enhanced Mobility of Seniors and Individuals with Disabilities » 49 U.S.C. Section 5310	▶ To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	✓	✓	✓	No
Bus and Bus Facilities Formula Grants » 49 U.S.C. Section 5339	▶ To replace, rehabilitate, and purchase buses and related equipment; and to construct bus-related facilities.	✓	✓	✓	No
Better Utilizing Investment to Leverage Development (BUILD) Program » P.L. 115-141	▶ Funds planning and capital projects in surface transportation infrastructure. Funded from federal appropriations and awarded on a competitive basis.	✓	✓	✓	No
Carbon Reduction Program (CRP) » 23 U.S.C. Section 175	▶ Formula funding to states (apportioned) to reduce CO ₂ emissions from on-road highway sources. Eligible uses include EV charging infrastructure, trails/pedestrian/bike facilities, traffic control/lighting upgrades, demand-management strategies, freight emissions reduction, and any STBG-eligible project if the state certifies emissions reductions.	✓	✓	✓	No
Payments in Lieu of Taxes » Federal Law 31 U.S.C. Chapter 69	▶ Because government agencies are exempt from property tax, counties with large areas of state and federal land do not receive road fund revenues from these properties. But those counties are still responsible for maintaining roads in and around these properties. To address this discrepancy, some state and federal agencies provide counties with payments in lieu of taxes.	✓	✓		No

State Sources

Local Project Appropriations for Transportation Projects	▶ Legislature may make direct appropriations to specific transportation projects in the state budget.	✓	✓	✓	No
State Motor Vehicle Fuel Tax (MVFT) (state gas tax distribution) » RCW 82.38 » RCW 46.68.090	▶ Limited to "transportation purposes" per RCW 82.80.070 and "highway purposes" per the 18th Amendment. ▶ Distributed to cities and counties; city portion is based on a per capita (population) basis while county portion is distributed based on population, road costs, and financial need.	✓	✓	✓	No

Eligible Expenditures

Revenue Source	Description	Transportation Restricted	Programmatic	Capital	Voted
State Multimodal Account Distribution » RCW 46.68.126	<ul style="list-style-type: none"> ▶ State transfers a portion from the State Multimodal Account under Connecting Washington Act starting 2015. ▶ Distributed to all cities and counties on a per capita (population) basis. 	✓	✓	✓	No
County Arterial Preservation Program (CAPP) » RCW 46.68.090 » WAC 136-300	<ul style="list-style-type: none"> ▶ Funded by 0.45 cents per gallon of the state MVFT from the State Motor Vehicle Account. ▶ Distributed by CRAB to counties based on share of paved county road miles. ▶ May be used to administer a pavement management system and for capital expenditures. 	✓	✓	✓	No
Rural Arterial Program (RAP) » RCW 46.68.090 » WAC 136-100	<ul style="list-style-type: none"> ▶ Funded by 0.58 cents per gallon of the state MVFT from the State Motor Vehicle Account. ▶ Awarded to counties by CRAB on a competitive basis within five state regions. ▶ Funds support improvement and reconstruction of rural arterials and collectors. 	✓		✓	No
Freight Mobility Strategic Investment Board (FMSIB) Grants » RCW 47.06A » WAC 226.01	<ul style="list-style-type: none"> ▶ To support statewide freight mobility transportation system. ▶ FMSIB selects and prioritizes projects for funding. 	✓		✓	No
Transportation Improvement Board (TIB) Grants » RCW 47.04.320 » WAC 479-10-500 » WAC 479-10-510	<ul style="list-style-type: none"> ▶ Funded by state gas tax. ▶ Grants primarily fund urban programs for jurisdictions with population greater than 5,000 or more (local match of 20% or greater required) and small city programs for jurisdictions with population of less than 5,000 (local match of 5% or greater required). 	✓		✓	No
Public Works Board, Construction Loan Program » RCW 43.155.050	<ul style="list-style-type: none"> ▶ To provide low-interest loans for public infrastructure construction and rehabilitation ▶ Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance. 			✓	No
Regional Mobility Grant Program » RCW 47.66.030	<ul style="list-style-type: none"> ▶ To support local efforts to improve transit mobility. 	✓	✓	✓	No
Public Transportation—Consolidated Grant Awards	<ul style="list-style-type: none"> ▶ Funded by federal and state funds. ▶ To improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and offer public transportation services to seniors and persons with disabilities 	✓	✓	✓	No
WSDOT Local Programs: Safe Routes to School » RCW 47.04.300	<ul style="list-style-type: none"> ▶ Funded by federal and state funds for projects that improve conditions for and encourage children to walk and bike to school. 	✓		✓	No
WSDOT Local Programs: Pedestrian & Bicycle Funding	<ul style="list-style-type: none"> ▶ Funded by federal and state funds for projects that enhance safety and mobility for people who walk or bike. 	✓		✓	No

Eligible Expenditures

Revenue Source	Description	Transportation Restricted	Programmatic	Capital	Voted
Local Sources: Transportation-Restricted					
County Road Fund Property Tax » RCW 36.82.040 » RCW 84.55.050	▶ To fund construction, alteration, repair, improvement, and maintenance of county roads and other transportation capital facilities; funds county engineer’s office.	✓	✓	✓	No Yes for levy lid lift
Commercial Parking Tax » RCW 82.80.030	▶ For general “transportation purposes” per RCW 82.80.070. ▶ Subject to planning provisions.	✓	✓	✓	No
Local Improvement District (LID)/ County Road Improvement District (RID) » RCW 35.43 » RCW 36.88	▶ LIDs used to fund improvements in specific areas, which must directly benefit nearby property owners. ▶ RIDs are enacted by counties. ▶ RIDs used to fund acquisition of rights-of-way for county roads and construction of or improvements to county roads and associated facilities.	✓		✓	No
Local Option Motor Vehicle Fuel Tax (MVFT) » RCW 82.80.010	▶ Maximum allowable rate equal to 10% of the state MVFT rate. ▶ Revenues are shared with cities and towns in the county. ▶ No county has successfully imposed a local option MVFT.	✓	✓	✓	No
Transportation Benefit District— Sales and Use Tax » RCW 36.73 » RCW 82.14.0455	▶ For transportation improvements on state highways, county roads, and city streets. ▶ Limited to “transportation purposes” per RCW 82.80.070.	✓	✓	✓	No
Transportation Benefit District— Vehicle Licensing Fee » RCW 36.73 » RCW 36.73.065 » RCW 82.80.140	▶ For transportation improvements on state highways, county roads, and city streets. ▶ Limited to “transportation purposes” per RCW 82.80.070. ▶ Up to \$100 per vehicle.	✓	✓	✓	No up to \$20 Yes Above \$20 to \$100
Transportation Impact Fees » RCW 82.02.050 (GMA) » RCW 39.92 (LTA)	▶ Under GMA, only for public streets and roads addressed by a capital facilities plan element of a GMA comprehensive plan. ▶ Under LTA, any local government may impose to pay for transportation infrastructure related to demand generated by new development.	✓		✓	No
Tolls » RCW 47.56.820	▶ Paid by users and limited to repayment of bonds to finance construction or covering operating costs of the toll facility.	✓	✓	✓	No
On-Street Parking Fees » WAC 308-330-650	▶ Proceeds from on-street parking fees may be used for administrative costs, parking studies, and acquisition and maintenance of off-street parking facilities.	✓		✓	No
Development Agreements/ Subdivision Exactions » RCW 58.17 » RCW 36.70B	▶ Local governments may require that developers install, at their expense, certain facilities or improvements including streets, curbs and gutters, sidewalks, and transit stops.	✓		✓	No

Eligible Expenditures

Revenue Source	Description	Transportation Restricted	Programmatic	Capital	Voted
State Environmental Policy Act (SEPA)/ Environmental Mitigation » RCW 43.21C	▶ Local governments may impose mitigating conditions, including streets, traffic signals, or additional lanes, relating to a project's environmental impacts.	✓		✓	No
Voluntary Agreements » RCW 82.02.020	▶ Allows for contributions, either in the form of land, mitigation of a direct impact of the development, or payments in lieu of land or mitigation, from developer to local government to facilitate development.	✓		✓	No
Local Sources: Non-Restricted					
Property Tax » Title 84 RCW » RCW 84.55.050	▶ Not restricted. ▶ Limited to a maximum rate of \$1.80 per \$1,000 of assessed value in incorporated areas. ▶ Limited to a maximum combined rate (including county road fund levy) of \$4.05 in unincorporated areas.		✓	✓	No Yes for levy lid lift or excess tax
Retail Sales & Use Tax » RCW 82.08 » RCW 82.14.030	▶ Not restricted. ▶ Limited to a maximum rate of 1%		✓	✓	No
Business and Occupation Tax » RCW 35.22.280(32)	▶ Not restricted. ▶ May be used by cities. ▶ Rates may not exceed 0.2% of gross receipts unless grandfathered in or approved by voters.		✓	✓	No
Utility Tax » RCW 35.22.280(32)	▶ Not restricted. ▶ May be used by cities. ▶ Maximum tax rate may not exceed 6% for electric, gas, steam, and telephone services unless approved by voters. ▶ No limitation on the tax rate for water, sewer, solid waste, or stormwater utilities.		✓	✓	No
Off-Street Parking Fees » RCW 35.86A.100	▶ Revenues from off-street parking facilities can be paid to the jurisdiction's general fund or other such funds as provided by ordinance.		✓	✓	No
Real Estate Excise Tax First Quarter Percent (REET 1) » RCW 82.46.010(5) » RCW 82.46.030 » RCW 82.46.035(2)	▶ GMA local governments: capital projects included capital facilities element of Comprehensive Plan. ▶ Non-GMA local governments: capital purpose identified in a capital improvements plan.			✓	No
Real Estate Excise Tax Second Quarter Percent (REET 2) » RCW 82.46.010(5) » RCW 82.45.030 » RCW 82.46.035(2) » RCW 82.46.037	▶ GMA local governments only. ▶ Restricted to streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, water/storm/sewer systems, parks. May be used for affordable housing and homelessness projects.			✓	No
Real Estate Excise Tax One-Half Percent (REET 3) » RCW 82.46.010(3)	▶ Local governments that do not levy 0.5% local sales tax may levy REET 3 for general fund operating expenses.		✓	✓	No

Eligible Expenditures

Revenue Source	Description	Transportation Restricted	Programmatic	Capital	Voted
Local Debt Financing					
Limited Tax General Obligation (LTGO) Bonds » RCW 39.36 » Article 8, Sec. 6, State Constitution	▶ Total debt is limited to 2.5% of assessed value; LTGO debt is limited to 1.5% of assessed value of taxable properties.		✓	✓	No
Unlimited Tax General Obligation (UTGO) Bonds » RCW 39.36 » RCW 84.52.056 » Article 7, Sec. 2, State Constitution	▶ Total debt is limited to 2.5% of assessed value. ▶ Limited to capital purposes.			✓	Yes
Industrial Revenue Bonds » RCW 39.84	▶ Tax-exempt revenue bonds issued by public development corporations to finance industrial development facilities, including transportation projects such as street improvements.			✓	No

D SYSTEM PERFORMANCE REPORT

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 and 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**

#	Measure	Statewide		SRTC Planning Area	
		Baseline ¹	2025 Target	Baseline ¹	2025 Target ²
1	Number of fatalities on all roads	667.8	477.0	48.0	34.3
2	Fatalities per 100 million VMT on all roads	1.144	0.818	1.292	0.924
3	Number of serious injuries on all roads	2,823.6	2,016.9	188.8	134.9
4	Serious injuries per 100 million VMT on all roads	4.804	3.458	5.070	3.622
5	Number of non-motorized fatalities and non-motorized serious injuries on all roads	657.0	469.3	60.2	43.0

¹ Baseline data reflect the five-year average for 2019–2023.

² SRTC supports the statewide target. While no target is established specifically for the SRTC Metropolitan Planning Area, the 2025 target reflects the region's proportional share of the statewide target.

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.

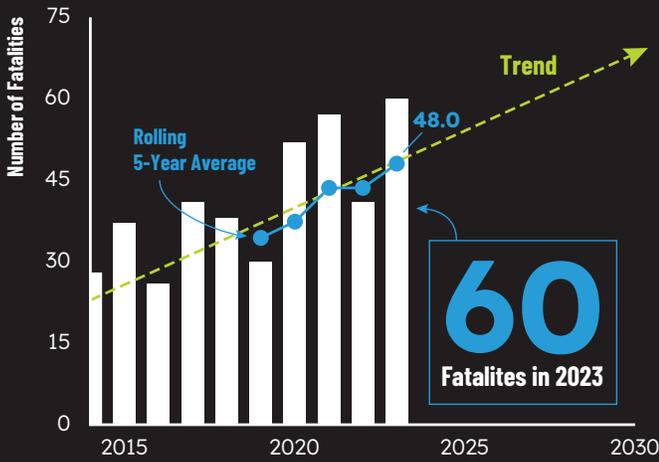
SRTC developed the RSAP address safety trends heading in the wrong direction. It analyzed fatal and serious injury crash data from 2018–2022 to identify safety issues and possible solutions to reach zero fatalities on our roadways. Public feedback was also considered and found to align with what the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

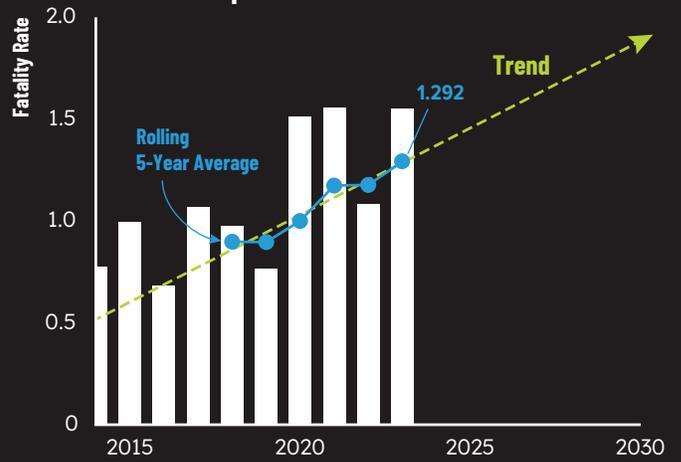
SRTC was awarded \$388,000 from the USDOT through the Safe Streets for All grant program in 2025. The grant award will be used to fund an education campaign in the Spokane region to promote safe travel behaviors and improve safety conditions for vulnerable road users, particularly senior citizens, teenagers,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

Figure D.03 Safety Measure Trends in the SRTC Planning Area

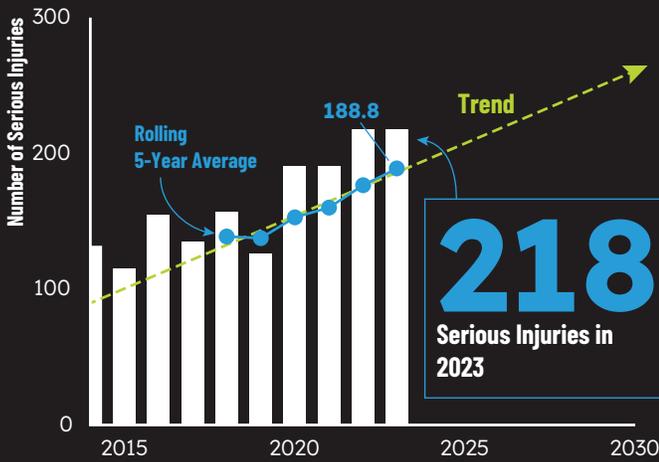
Measure #1: Fatalities



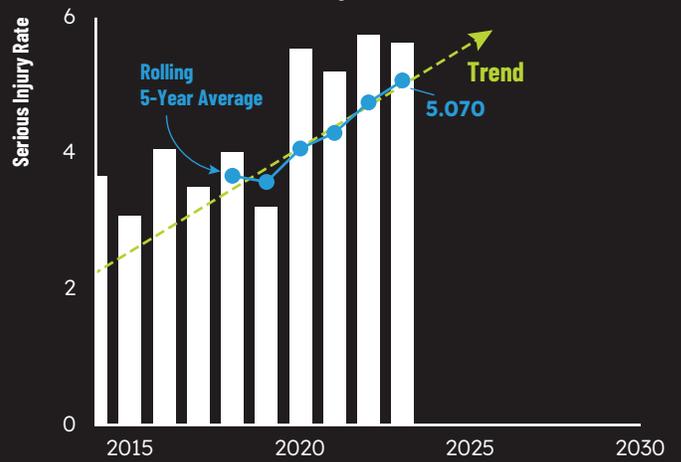
Measure #2: Fatality Rate per 100 million VMT



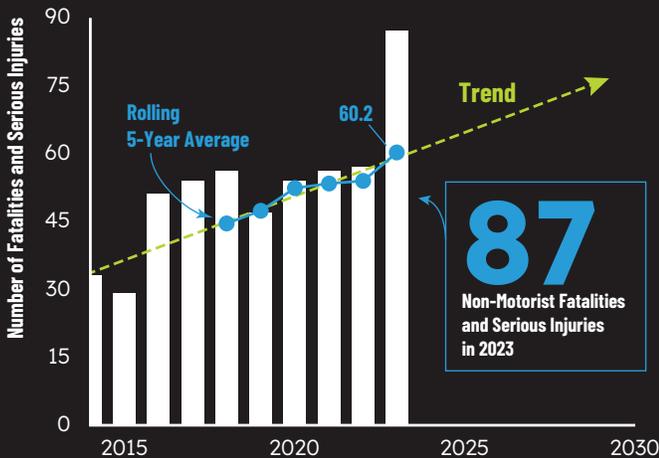
Measure #3: Serious Injuries



Measure #4: Serious Injury Rate per 100 million VMT



Measure #5: Non-Motorist Fatalities and Serious Injuries



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.04 displays 2021 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 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.05. 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.

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>.

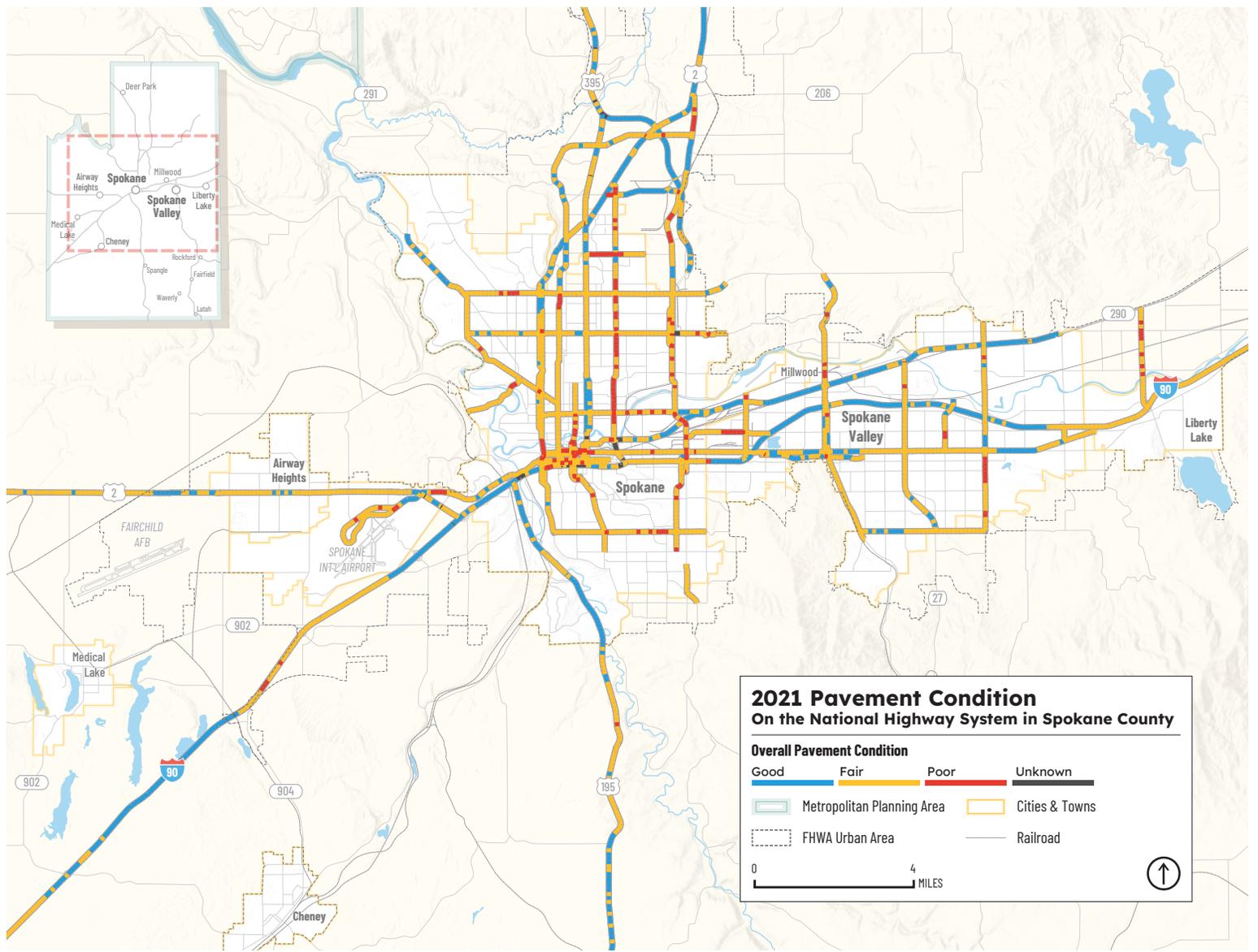


Figure D.04 **NHS Pavement Condition in the SRTC Planning Area**

Source: WSDOT Pavement Office

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

#	Measure	Statewide		SRTC Planning Area	
		Baseline	2025 Target	Baseline ¹	2025 Target
6	Percent Interstate pavement on the NHS in good condition	46.0%	30% or more	53.4%	Support state target
7	Percent of Interstate pavement on the NHS in poor condition	1.9%	4% or less	1.2%	Support state target
8	Percent of non-Interstate pavement on the NHS in good condition	46.8%	45% or more	27.0%	Support state target
9	Percent of non-Interstate pavement on the NHS in poor condition	4.2%	5% or less	6.9%	Support state target

1 SRTC Planning Area baseline data reflects 2021 performance
Data source: WSDOT Pavement Office

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 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.06.

Figure D.06 **Bridge Condition Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		Baseline ¹	2025 Target	Baseline ¹	2025 Target
10	Percent of NHS bridges in good condition (weighted by deck area)	33.0%	30% or more	37.8%	Support state target
11	Percent of NHS bridges in poor condition (weighted by deck area)	7.5%	10% or less	8.0%	Support state target

¹ Statewide and SRTC Planning Area baseline data reflect 2024 performance.
Data Source: 2024 National Bridge Inventory ASCII File

Highway System 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, the Truck Travel Time Reliability (TTTR) Index 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.08 shows travel time reliability for the NHS network within Spokane County, while Figure D.09 shows TTTR on I-90 in the region.

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.

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.

Figure D.07 **Highway System and Freight Reliability Measures and Targets**

#	Measure	Statewide		SRTC Planning Area	
		Baseline ¹	2025 Target	Baseline ¹	2025 Target
12	% of person-miles traveled on the Interstate System that are reliable	79.9%	72.5%	94.1%	Support state target
13	% of person-miles traveled on the non-Interstate NHS that are reliable	89.6%	88.4%	96.2%	Support state target
14	Truck Travel Time Reliability Index	1.53	1.53	1.30	Support state target

¹ Statewide and SRTC Planning Area baseline data reflect 2024 performance.
Data Source: National Performance Management Research Dataset (NPMRDS)

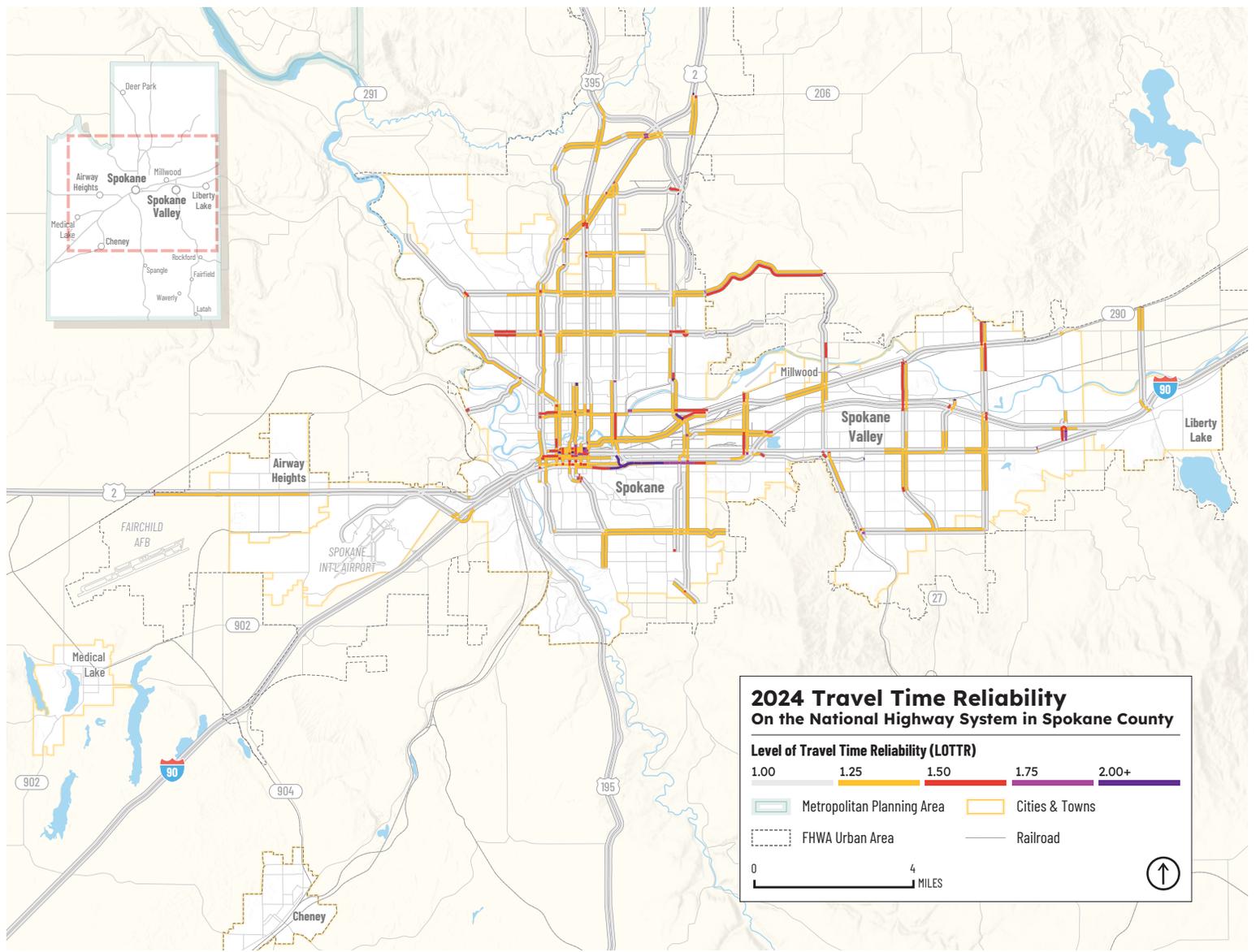


Figure D.08 **NHS Travel Time Reliability in the SRTC Planning Area**

Source: National Performance Management Dataset (NPMRDS)

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 and are shown in Figure D.07.

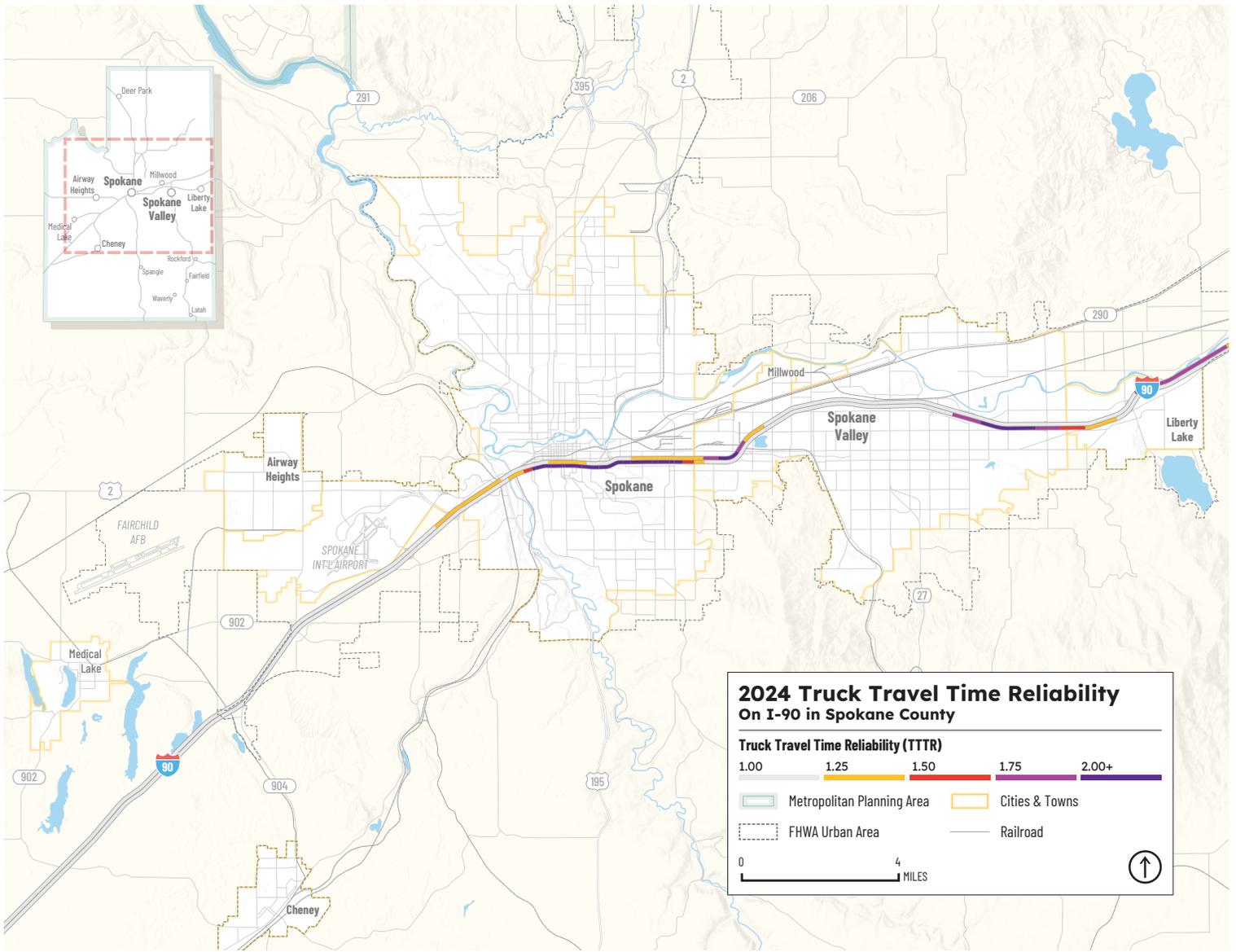


Figure D.09 **Interstate Truck Travel Time Reliability in the SRTC Planning Area**

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.10 **Congestion Mitigation and Air Quality Measures and Targets**

#	Measure	Statewide		SRTC Planning Area
		Baseline	2025 Target	4-Year Emissions Reductions
15	Carbon Monoxide (kg/day)	184.57	447.68	27.16
16	Particulate Matter of 10 Microns or Less (kg/day)	2.41	34.93	0.00

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.

Figure D.11 **Transit Asset Management Measures and Targets**

#	Measure	Baseline	STA/Regional Target
17	% of revenue service vehicles (by type) that meets or exceeds the ULB		
	Buses	75% ¹	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	83% ²	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	94%	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	% of non-revenue service vehicles (by type) that meets or exceeds the ULB		
	Non-Revenue Vehicles	84% ³	Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
19	% 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

- 1 As STA transitions toward a more sustainable fleet—highlighted by the integration of battery electric coaches comprising 25% of our vehicles—and in light of post-COVID delays in bus production and delivery from the two Buy America-compliant vendors, the agency has retained coaches that have reached their useful life benchmarks. Under a board-approved plan to accelerate fleet replacement, STA's fixed-route fleet is projected to meet or exceed 90% State of Good Repair (SGR) compliance in fiscal year 2026. With 2025 YTD retirements and replacements, the SGR score for the fixed route bus fleet has improved to 82%.
- 2 The paratransit fleet experienced similar setbacks related to the fixed route fleet. With YTD 2025 retirements and replacements, the paratransit van SGR score is at 94%.
- 3 With YTD 2025 retirements and replacements, the non-revenue fleet SGR score is at 87%.

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

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.12 **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	TBD	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	6,435 miles	6,000 miles
	Reduce the # of paratransit road calls	# of miles between road calls	554,102 miles	75,000 miles
	Prioritize preventative safety-related maintenance or inspections	Safety-related PMs completed on schedule	97%	80% of all PM services completed on time

E NEEDS ASSESSMENT

HORIZON
2050 
Spokane Metropolitan
Transportation Plan

TRANSPORTATION NEEDS ASSESSMENT

Prepared for:



**Spokane Regional
Transportation Council**

Prepared by:



CivTech



**KITTELSON
& ASSOCIATES**

July 2025

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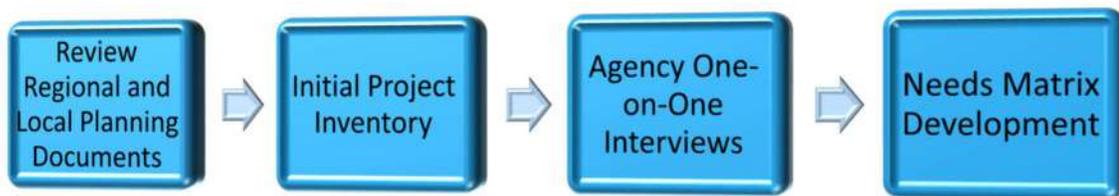
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- AGENCY 1:1 MEETING NOTES**
- REGIONAL PROJECT MATRIX**
- CORRIDOR SHEETS**

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

AGENCY 1:1 MEETING NOTES

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.

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

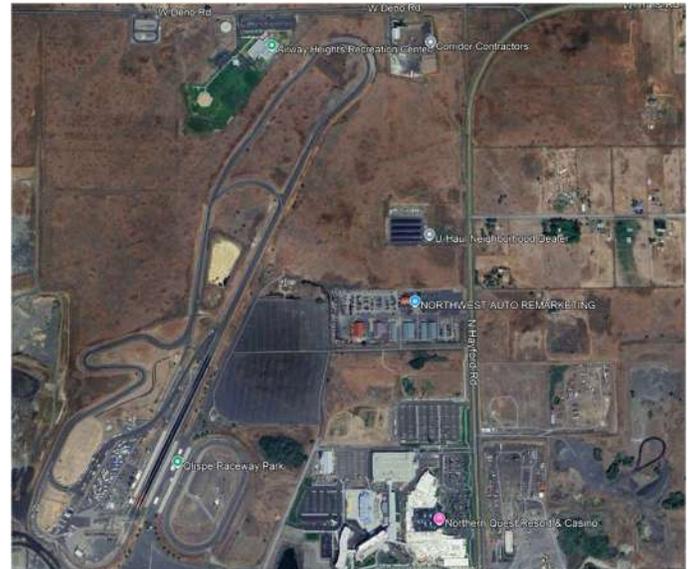
- Tribe has a government planning department in Pend Oreille. Most of their work is on the reservation in Pend Oreille.
- The Kalispel Development Company is tasked with developing Trust Land in Airway Heights. They employ three people including a planner. Daniel is focused on economic development. The 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.

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

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 FSIs 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.

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.

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.

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.

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.

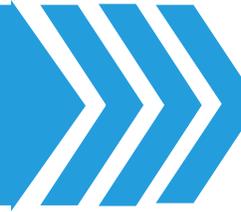
REGIONAL PROJECT MATRIX

CORRIDOR SHEETS

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

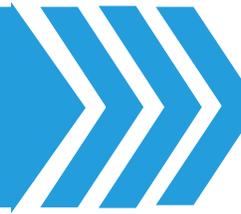
Project ID	Project Name	Agency	Description	Amount
M-1	Argonne Road, Empire to Liberty Congestion Relief	Millwood	Roadway widening to include center turn lane, signal modifications, and ADA improvements at intersections.	\$3,942,301
SC-33	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne 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



21st Avenue Corridor

US2 to Spotted Road

Airway Heights, SIA, Spokane County, Spokane, WSDOT



Recent/Ongoing Studies

West Plains Transportation Network Plan



Agencies
 Airway Heights
 Spokane International Airport
 Spokane County
 City of Spokane
 WSDOT

Number of Projects

5

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.	---
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*

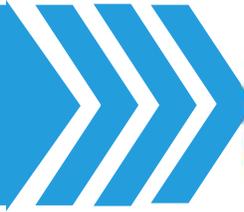
**Not all cost estimates provided*



Division Street Corridor

Newport Highway to Spokane River

Spokane, Spokane County, WSDOT, STA



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

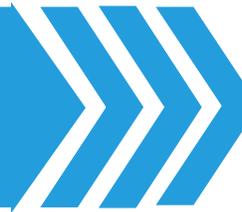
Project ID	Project Name	Agency	Description	Amount
STA-1	Division Bus Rapid Transit	STA	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor.	\$202,000,000
STA-9	E Mission 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



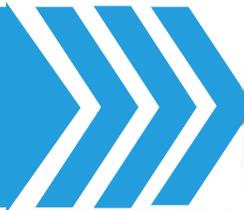
Spokane
Regional
Transportation
Council

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

Division Street Corridor Cont.

Newport Highway to Spokane River

Spokane, Spokane County, WSDOT, STA



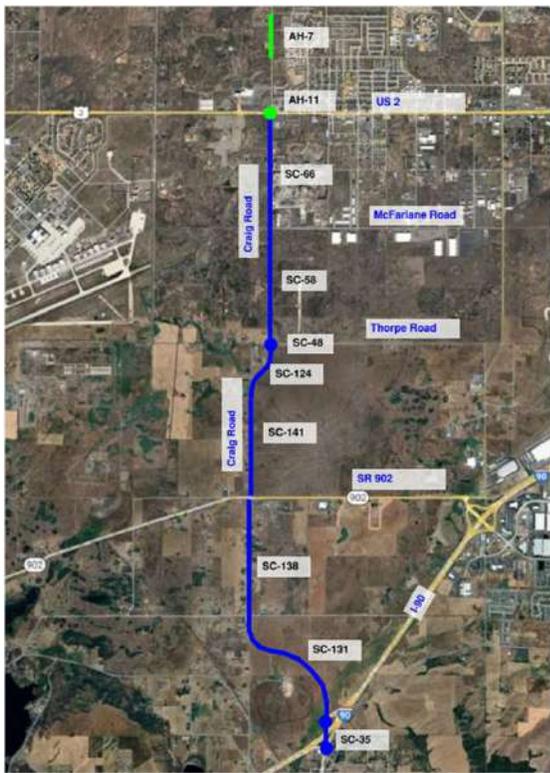
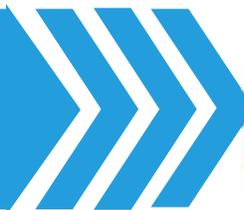
Spokane
Regional
Transportation
Council



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

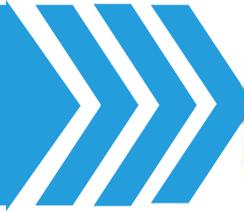
Project ID	Project Name	Agency	Description	Amount
AH-7	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road; adding turn lanes at major intersections, transit improvements, sidewalks (east side of road), and a 10' multi use path (west side of road) buffered by landscaped swales.	\$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



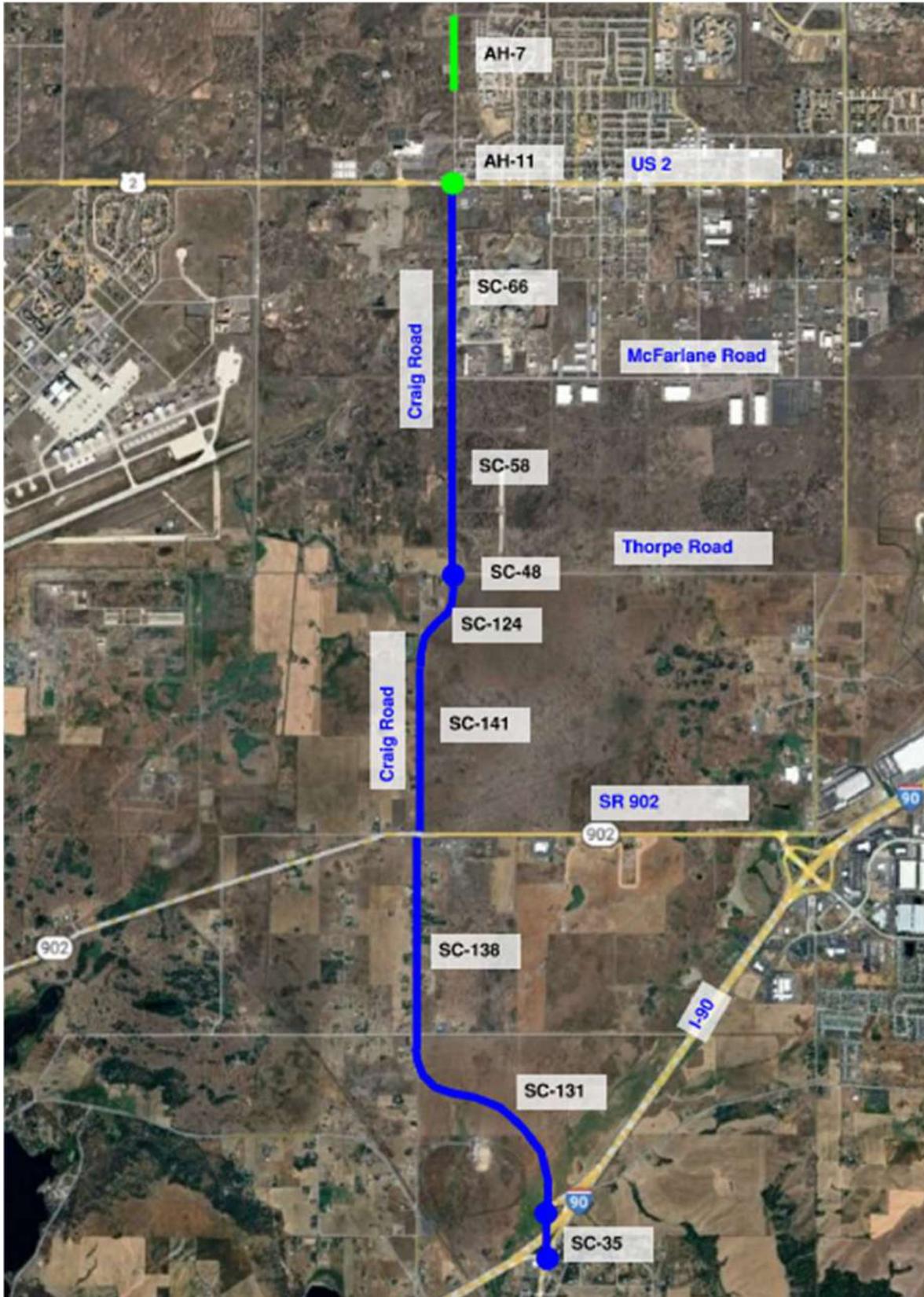
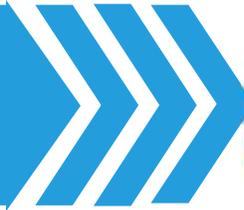
Spokane
Regional
Transportation
Council

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

Craig Road Corridor Cont.

US2 to I-90

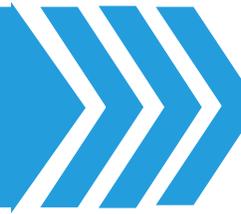
Spokane County, Airway Heights, WSDOT



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

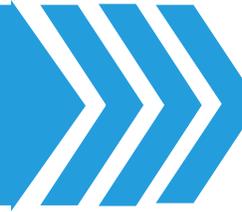
Project ID	Project Name	Agency	Description	Amount
COSV-12	Barker Rd Reconstruction	Spokane Valley	Project widens Barker Rd from an existing 3-lane rural section to a 5-lane urban section from Appleyway to I-90.	\$18,800,000
COSV-19	Barker Road, Mission to Boone Avenue Improvements	Spokane Valley	Widen 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



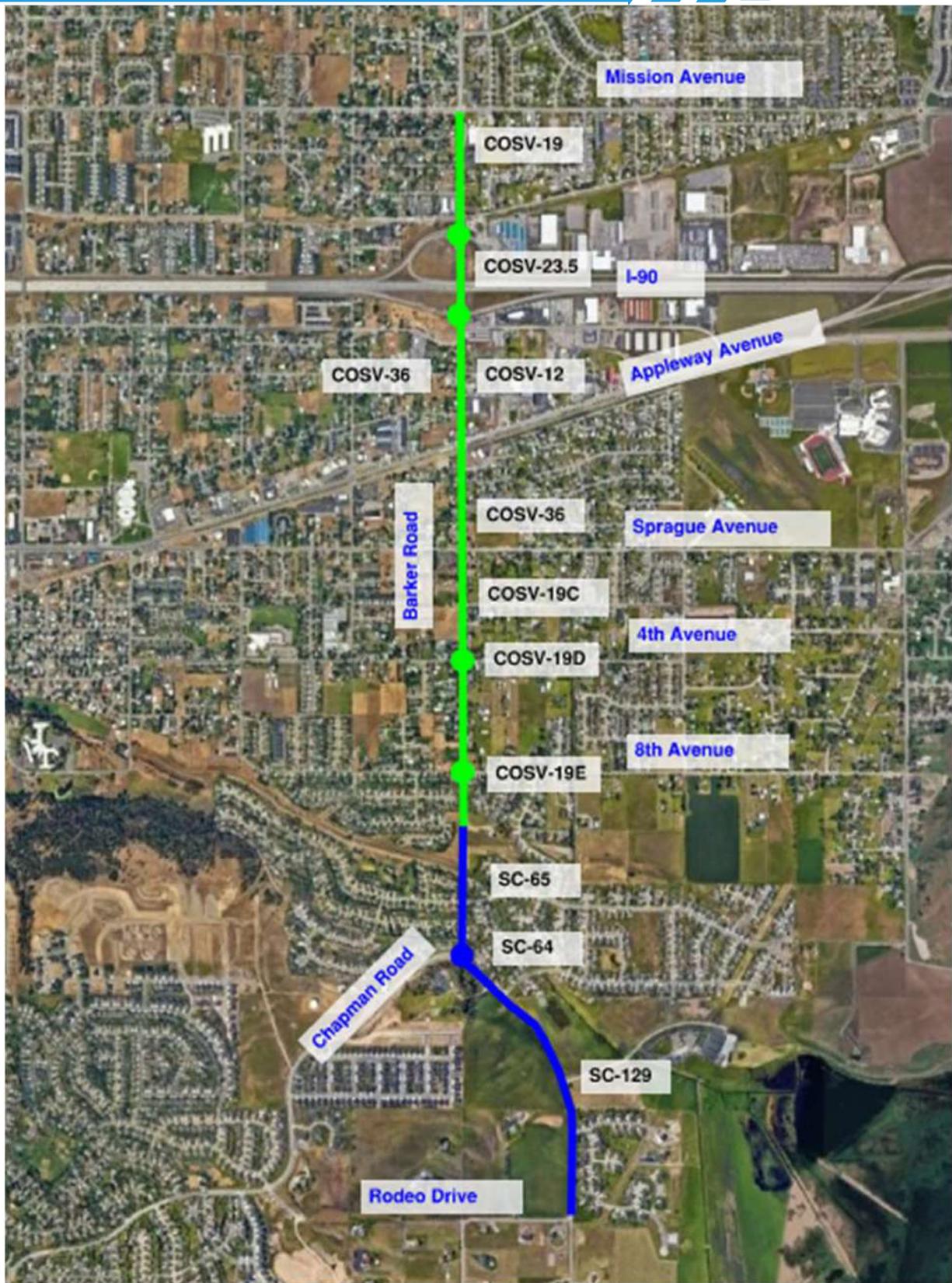
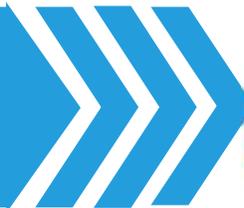
Spokane
Regional
Transportation
Council

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

Barker Road Corridor Cont.

Mission Avenue to Rodeo Drive

Spokane Valley, WSDOT, Spokane County



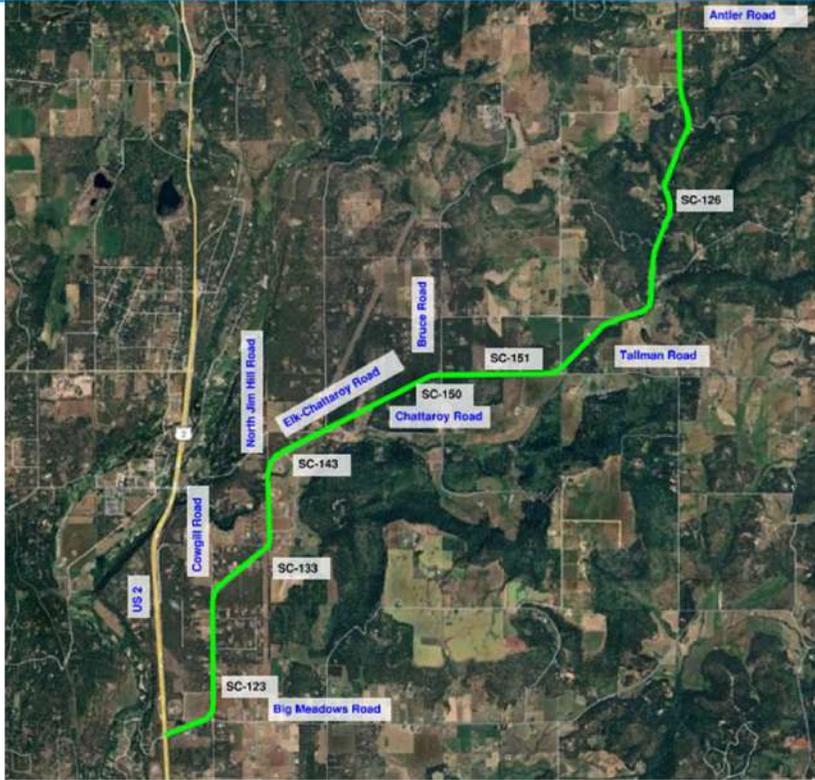
Elk-Chattaroy Corridor

US2 to Antler Road

Spokane County



Recent/Ongoing Studies



Agencies
Spokane County

Key Characteristics

Number of Projects

8

Timeframe

Short-Mid

Congestion Management Corridor

Safety

Freight Network

Commute Trip Reduction

Smart Mobility

Resiliency

Regionally Significant

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

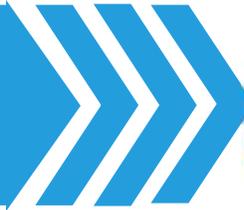
Project ID	Project Name	Agency	Description	Amount
SC-60	Glenrose Reconstruction - 57th to Sumac	Spokane County	Widen and realign to urban section from 57th to Sumac	\$4,900,000
SC-71	Glenrose Reconstruction - Sumac to 37th	Spokane County	Widen and realign to urban section from Sumac to 37th	\$4,500,000
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



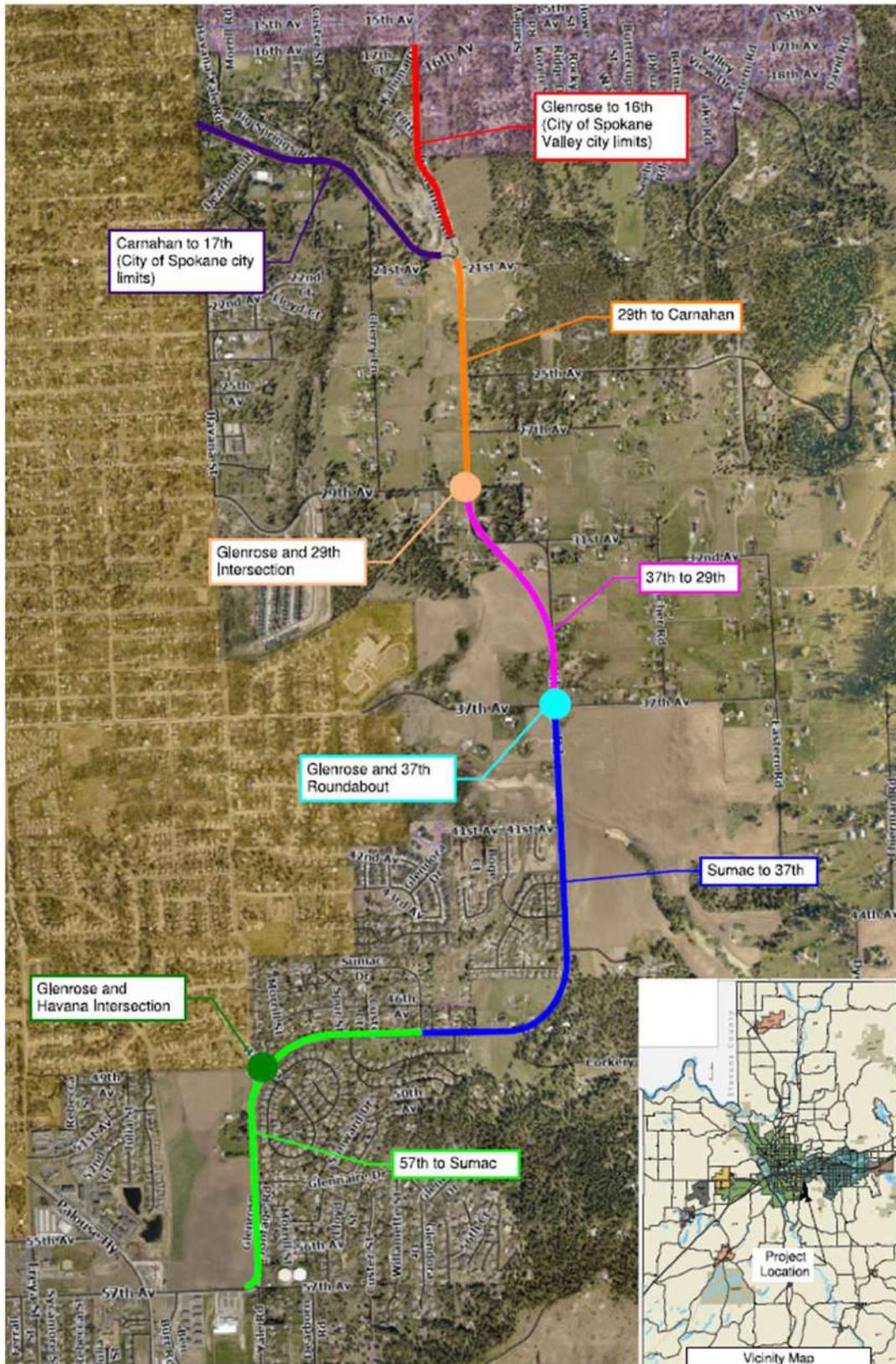
Glenrose Corridor Cont.

16th Avenue to 57th Avenue

Spokane, Spokane County, Spokane Valley



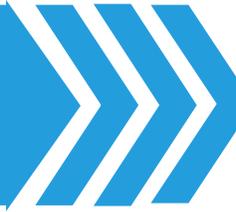
Spokane Regional Transportation Council



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

Number of Projects

8

Timeframe

Mid-Long

Key Characteristics

Congestion Management Corridor

Safety

Freight Network

Commute Trip Reduction

Smart Mobility

Resiliency

Regionally Significant

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

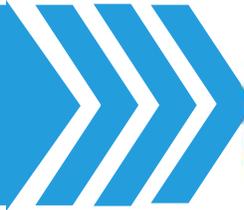
*Not all cost estimates provided



US2 Cont.

E Green Bluff Road to E Farwell Road

WSDOT, Spokane County



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*

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

Craig Road to Flint Road

Airway Heights, Spokane County, Spokane, WSDOT, SIA



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

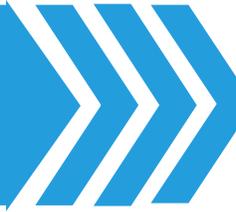
Airway Heights, Spokane County, Spokane, WSDOT, SIA



US 195

I-90 to S Hatch Road

Spokane, WSDOT, STA



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

Agencies

Spokane
WSDOT
STA

Number of Projects

12

Timeframe

Mid-Long

Key Characteristics

Congestion Management Corridor

Safety

Freight Network

Commute Trip Reduction

Smart Mobility

Resiliency

Regionally Significant

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*

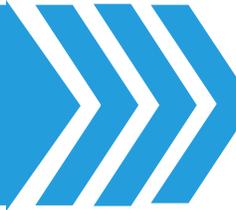
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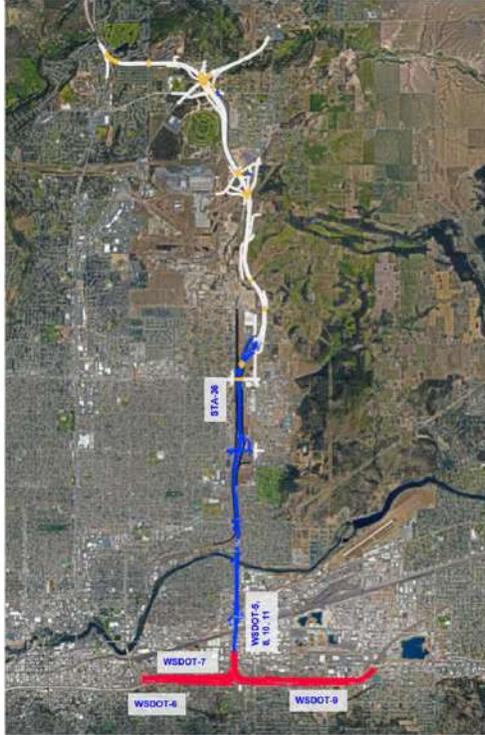
US395/NSC/I-90

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

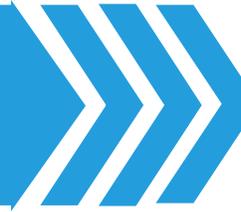
Project ID	Project Name	Agency	Description	Amount
WSDOT-5	US 395/NSC Sprague Ave to Spokane River - Stage 2	WSDOT	Construct I-90 Interchange to NSC Spur. This project will construct the southern portion of the NSC/I90 Interchange from I-90 to Second Ave. The work includes the construction of one new 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

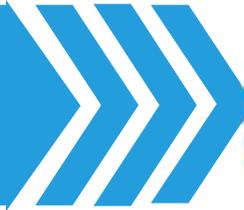


Project ID	Project Name	Agency	Description	Amount
WSDOT-10	US 395/NSC I-90 Interchange - Stage 2	WSDOT	Construct I-90 Interchange to NSC Spur. This project will construct the southern portion of the NSC/I90 Interchange from I-90 to Second Ave. The work includes the construction of one new bridge, and 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

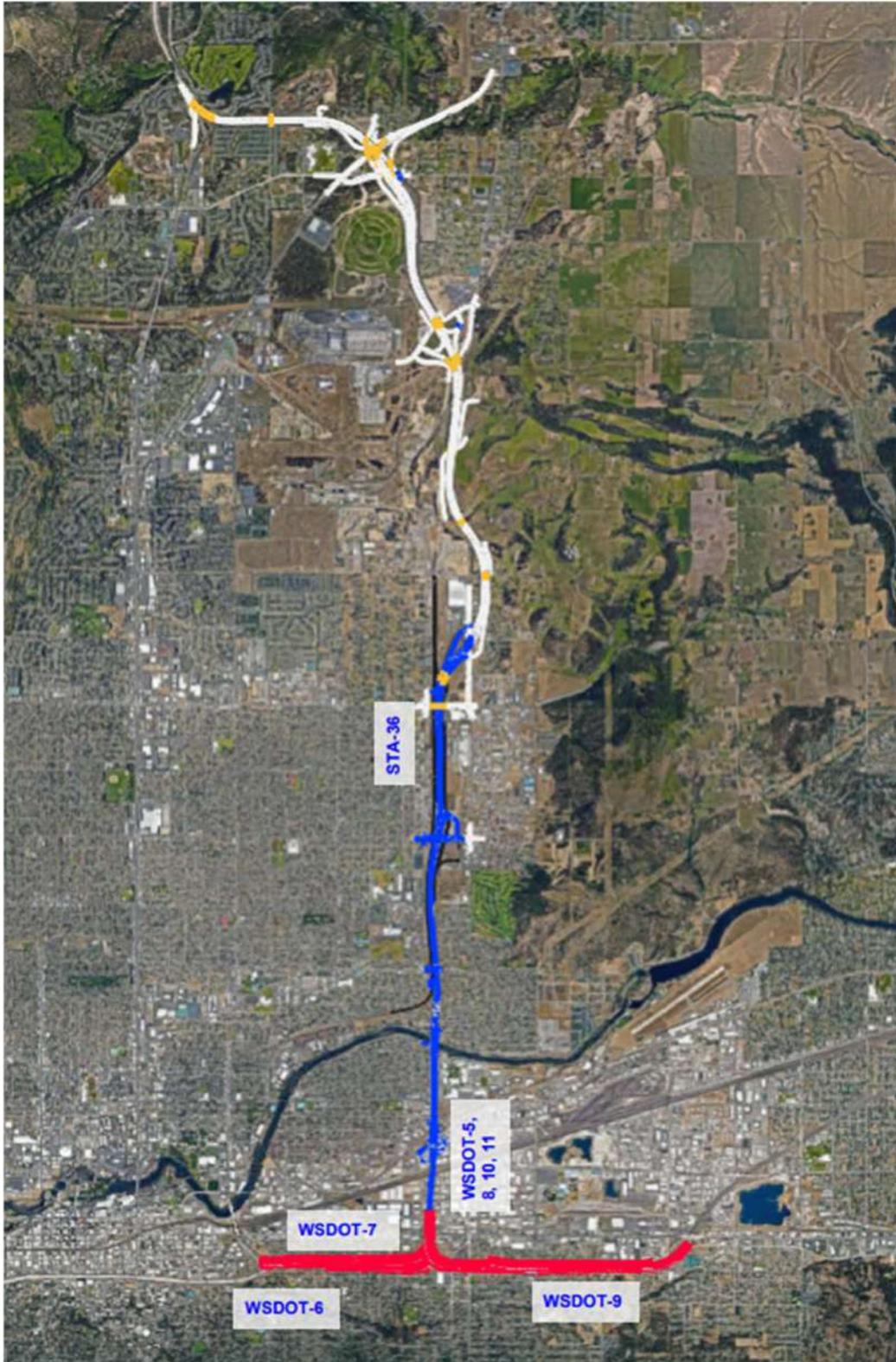
US395/NSC/I-90 Cont.

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



Recent/Ongoing Studies



Agencies
 Spokane
 Spokane County
 WSDOT
 Spokane Valley
 City of Liberty Lake

Number of Projects

6

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
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*



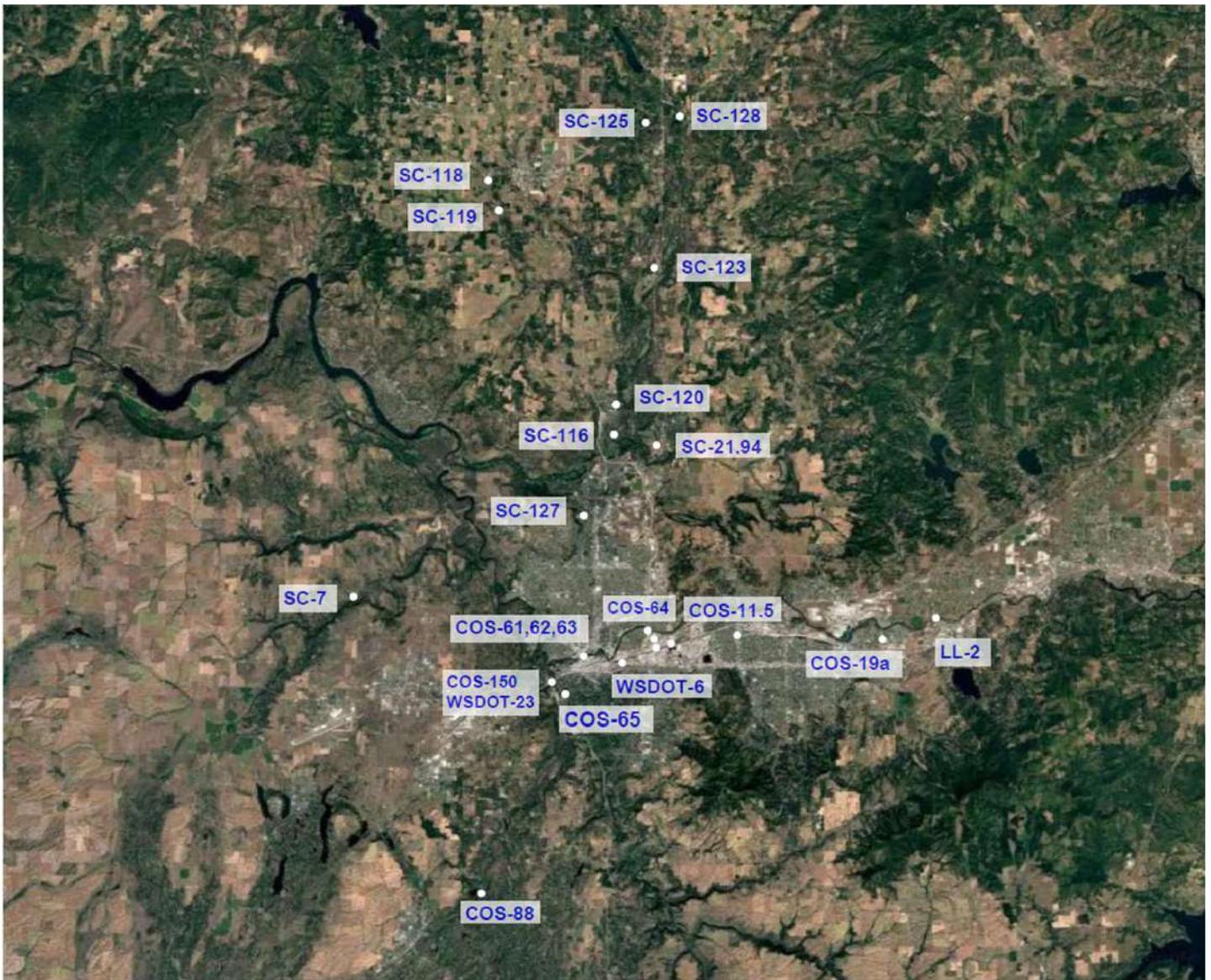
All Bridges Cont.

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



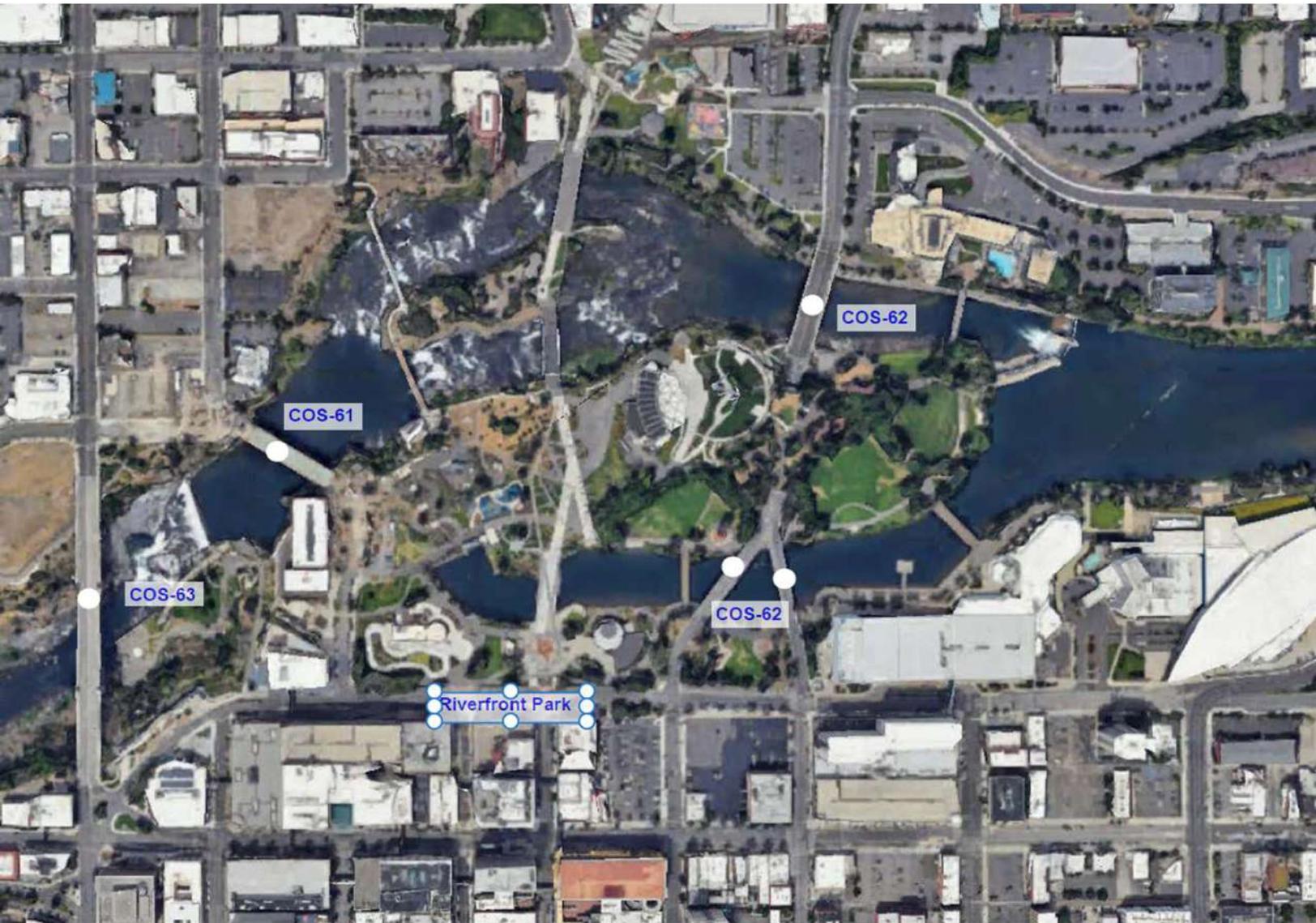
Project ID	Project Name	Agency	Description	Amount
WSDOT-6	I-90/Liberty Park Land Bridge	WSDOT	Design a land bridge to re-connect the communities on the north and south side of Interstate 90.	\$4,000,000*
WSDOT-23	I-90/US 195 Interchange Latah Creek Bridges	WSDOT	Replace I-90 Latah Creek Bridges, widen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

**Not all cost estimates provided*



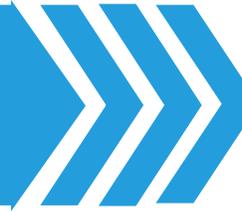
All Bridges Cont.

Spokane

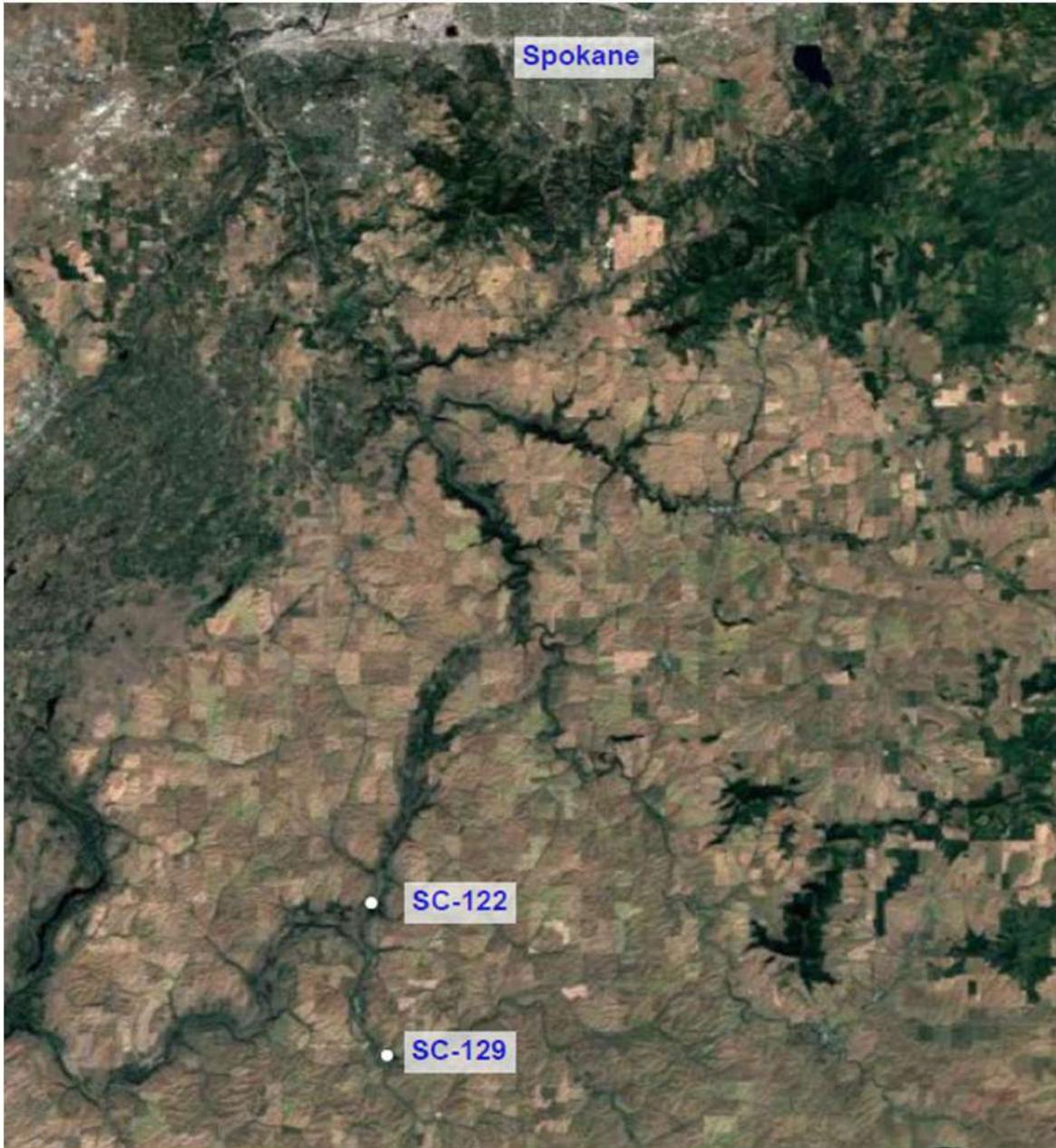


All Bridges Cont.

Spokane County, WSDOT



Spokane
Regional
Transportation
Council



F SEPA CHECKLIST

December 5, 2025

STATE ENVIRONMENTAL POLICY ACT

Determination of NonSignificance

Lead agency: Spokane Regional Transportation Council (SRTC)

Agency Contact: Jason Lien | jlien@srtc.org | 509.343.6370

Description of the Proposal: Horizon 2050 is a long-range transportation plan and 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. 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 plan 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 considers 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 24 years.

Location of proposal: Horizon 2050 is the long-range transportation plan for the Spokane Metropolitan Planning Area (SMPA), which encompasses the entirety of Spokane County. However, Horizon 2050 is not site specific and does not affect a precise location.

Applicant: Spokane Regional Transportation Council

Attn: Jason Lien
421 W. Riverside Ave. | Suite 500
Spokane, WA 99201

Determination: The Spokane Regional Transportation Council has determined that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). We have reviewed the Environmental Checklist, available here: [SEPA Environmental Checklist](#)

This determination is based on the following findings and conclusions:

The approval of Horizon 2050 would not, by itself, 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 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).

This DNS is issued under WAC 197-11-340(2) and the comment period will end on December 19, 2025.

Responsible Official: Lois Bollenback, Executive Director

Signature 

Date 12/05/2025

Appeals: You may appeal this determination to SRTC, 421 W. Riverside Ave. Suite 500, Spokane, WA 99201, no later than 5:00 PM, December 26, 2025. The appeal must be submitted in writing and contain the specific factual objections. Contact Jason Lien, Principal Transportation Planner, (509) 343-6370, to read or ask about the procedures for SEPA appeals.

1/5/2026 Update: This Determination of NonSignificance (DNS) letter was distributed to various stakeholders and posted on the SRTC website on December 5, 2025. The DNS and Checklist were loaded to the SEPA Record Submittal portal as well. SRTC received no comments on the DNS during the full comment period. Therefore, the DNS is retained for this proposal.

SRTC MEMBER AGENCIES

- City of Airway Heights
- City of Cheney
- City of Deer Park
- City of Liberty Lake
- City of Medical Lake
- City of Millwood
- City of Spokane
- City of Spokane Valley
- Kalispel Tribe of Indians
- Spokane County Spokane Transit Authority
- Spokane Tribe of Indians
- Town of Fairfield
- Town of Latah
- Town of Rockford
- Town of Spangle
- Town of Waverly
- Washington State Dept of Transportation
- Washington State Transportation Commission

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: Jason Lien

Position and agency/organization: Principal Transportation Planner, SRTC

Date submitted: 12/5/2025

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).