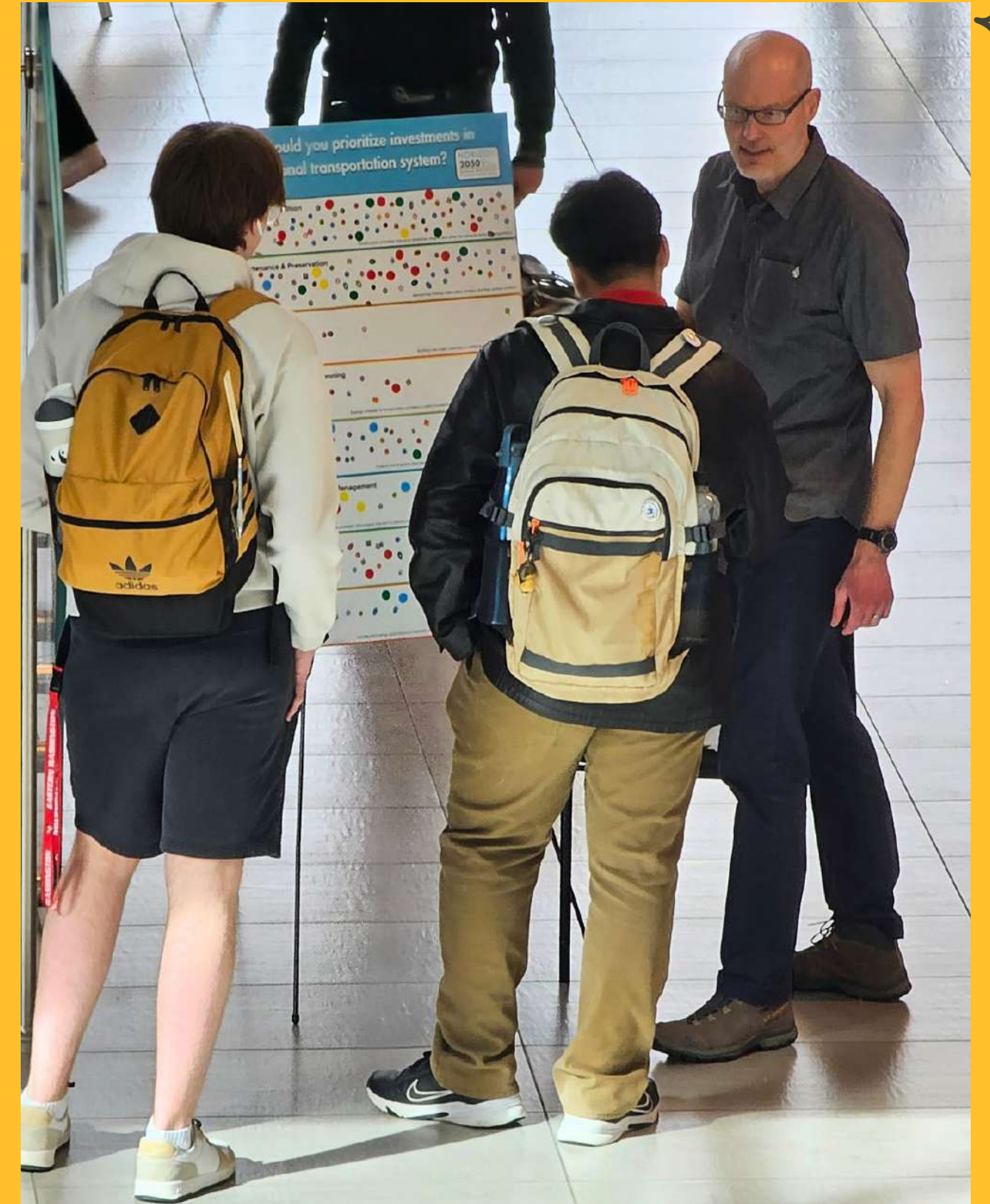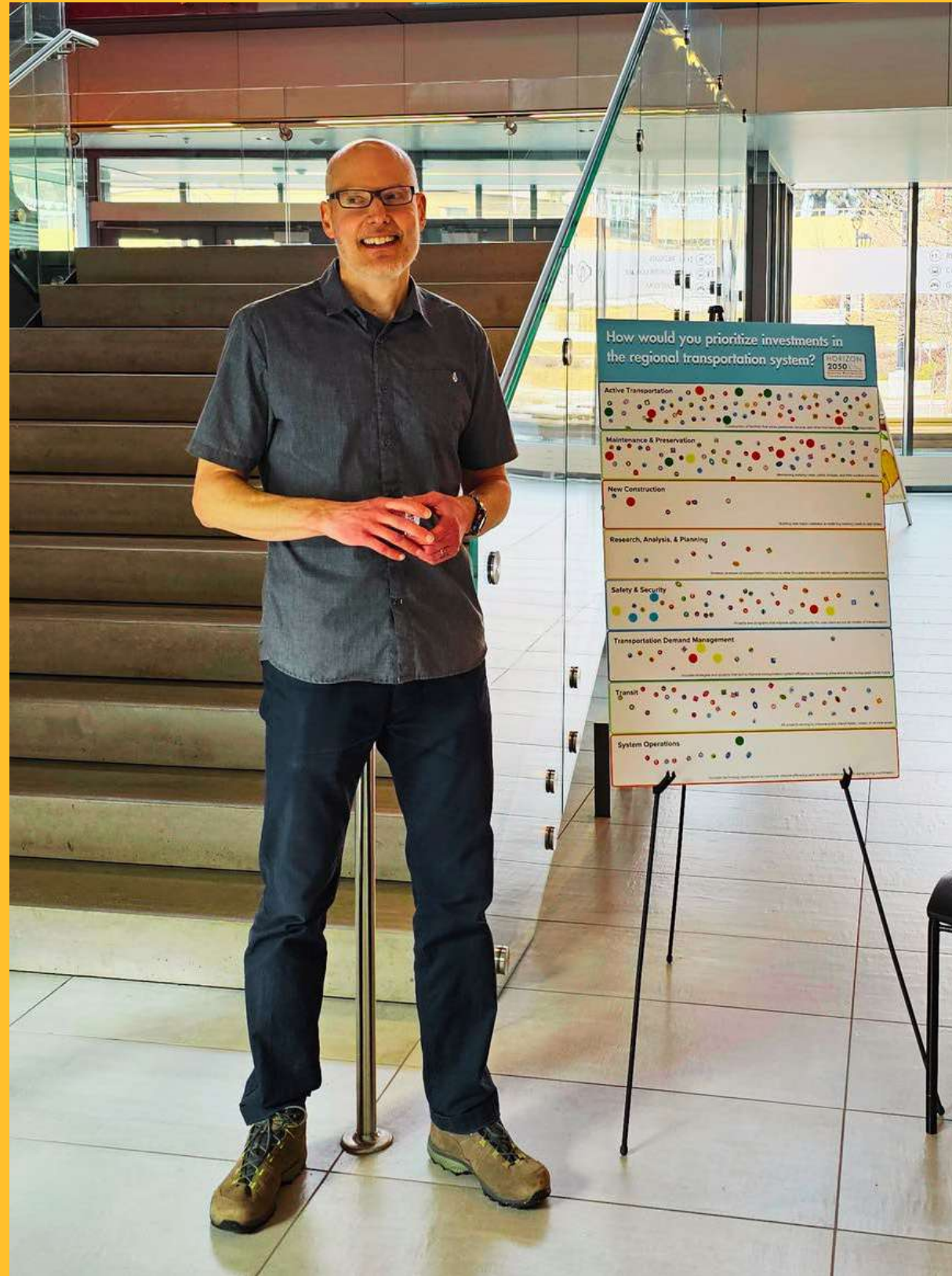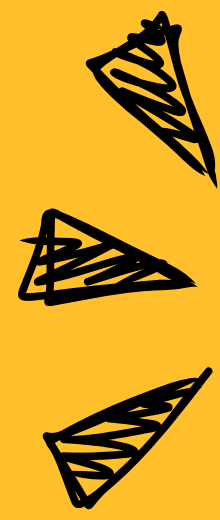# Spokane Regional Transportation Council:
March Board Meeting

www.srtc.org

MTP Outreach- EWU Cheney

Interactive Workshop today:

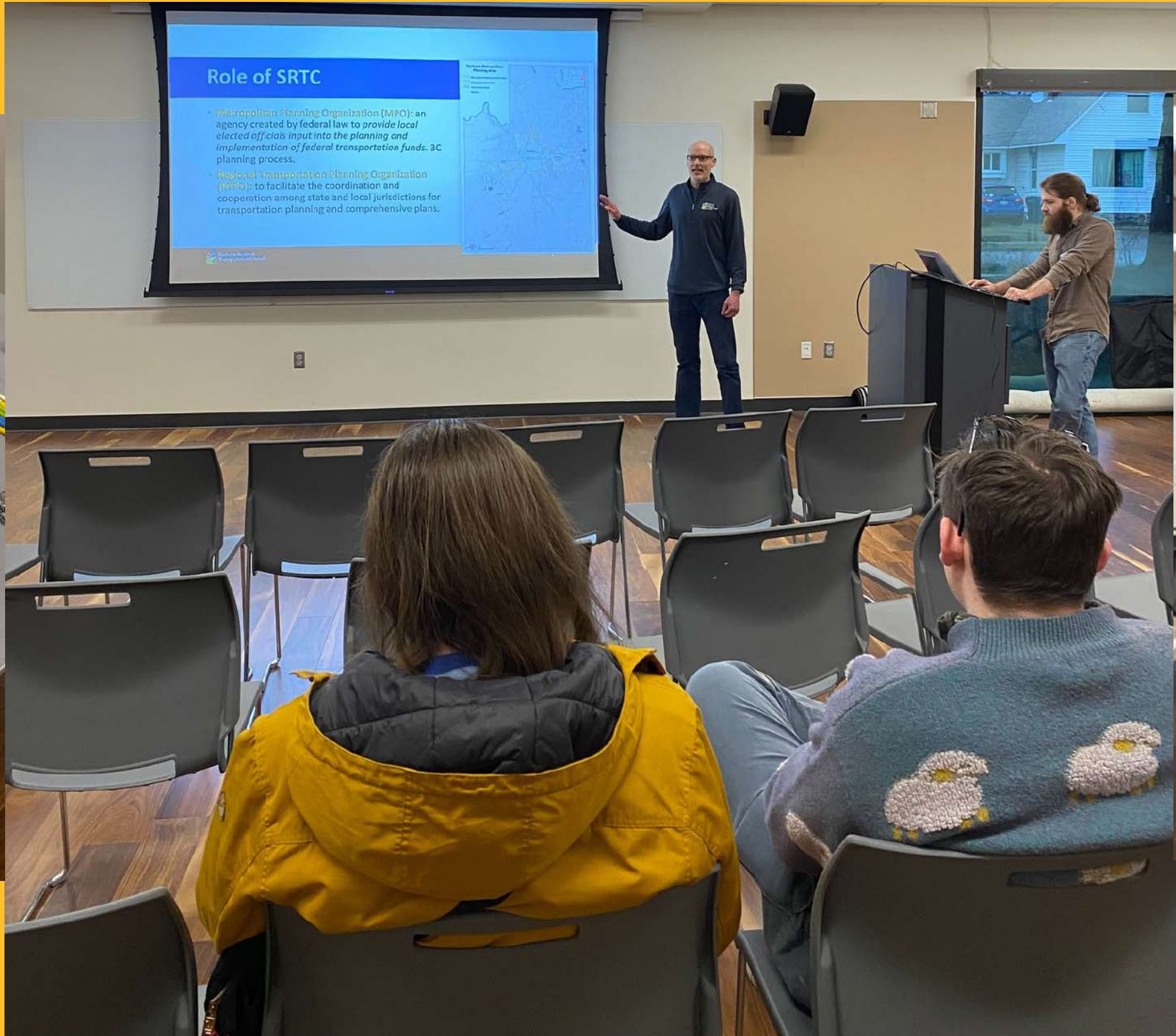**Join at www.menti.com**

Use Code 1496 8978

Transportation Technical Committee In-Person Meeting

Transportation Advisory Committee In-Person Meeting

Horizon 2050 - Liberty Park

CY 2026 Unified List
Development Process & Evaluation Criteria

SRTC Board of Directors

Agenda Item 4

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Spokane Regional Transportation Council

Requested Action

Approval of Resolution R-25-08 outlining the CY 2026 SRTC Unified List Development Process and Project Evaluation Criteria, as shown in **Attachments 1 and 2**.

Unified List Purpose

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

- It is updated annually, as new projects are added and funded projects are removed.

- SRTC prepares both a state and federal version of the list.

This Year's Expedited Process

- Horizon 2050 MTP update is currently in progress

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

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

2026 Development Schedule
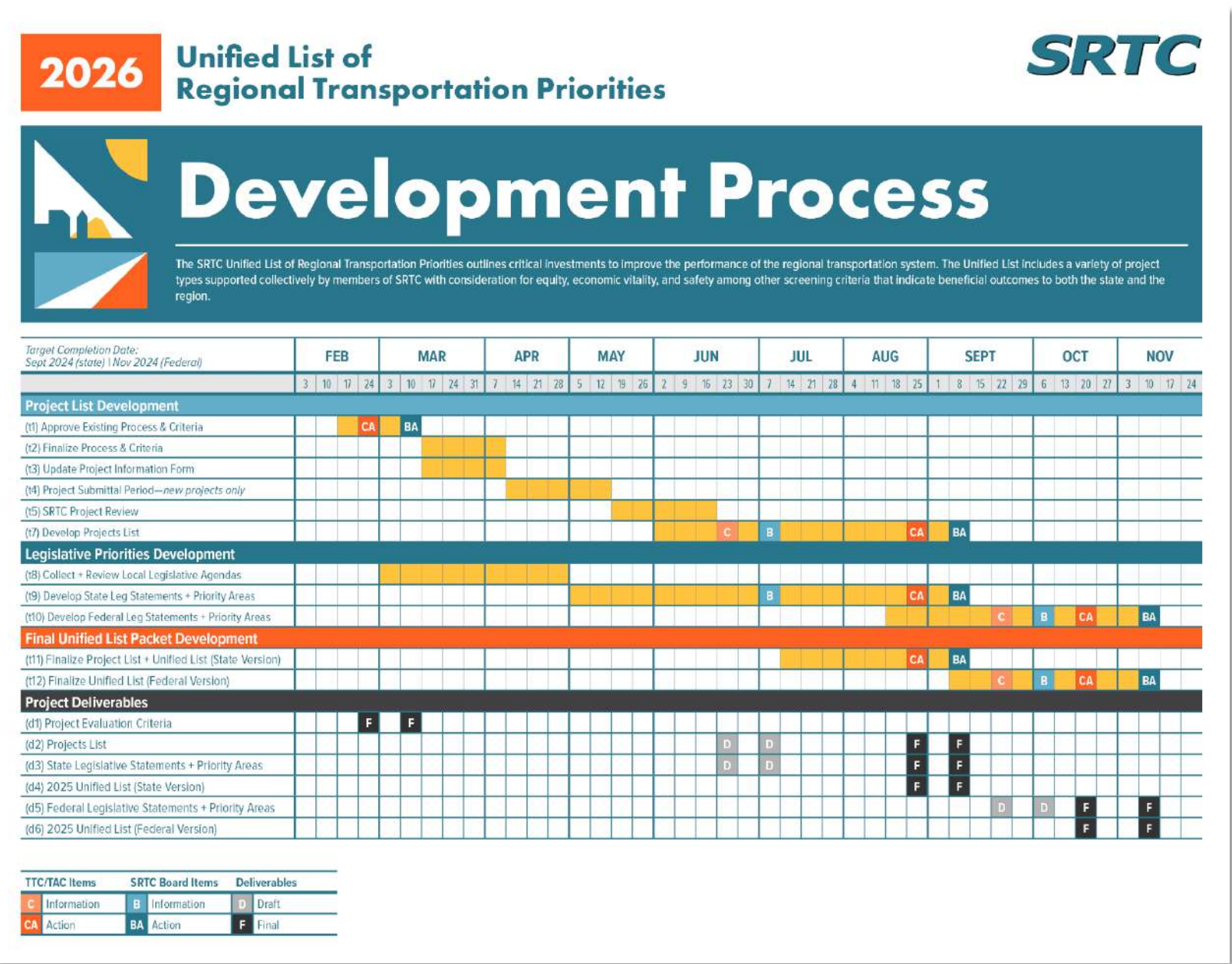
Key Dates

Project Submittal Period
› April 14 – May 9

SRTC Project Review & Draft List Development
› May 12 – June 12

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

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

Requested Action

Approval of Resolution R-25-08 outlining the CY 2026 SRTC Unified List Development Process and Project Evaluation Criteria, as shown in **Attachments 1 and 2**.

Unified Planning Work Program (UPWP)

- 2-year Work Plan for SRTC
- Financial resources
  - Federal
  - State
  - Grant / Local
- Organizational activity
- Scope of Services

- Planning Emphasis Areas
  - State & Federal PEA's
- Required & Ongoing Activities
- Other needed/desired activities
  - Pending availability of funding and/or staff time

Required & Ongoing Activity

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

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Optional & Candidate Activity

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

Candidate Projects

- **Transportation Model Training**
- **Regional ITS Architecture Update**
- **Expand Traffic Counting Program**

- **Investigate Establishment of a Port District** (Evaluate Potential Revenue Generators)
- **Update Safe & Complete Streets Policy**
- **Other**

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Next Steps

- March - - - - Develop & Submit Draft UPWP to WSDOT/FHWA/FTA

- April - - - - Incorporate responses

- April/May - Present Draft SFY 2026-2027 UPWP

- May/June - Adopt SFY 2026-2027 UPWP

Horizon 2050 – Interactive Workshop

SRTC Board of Directors
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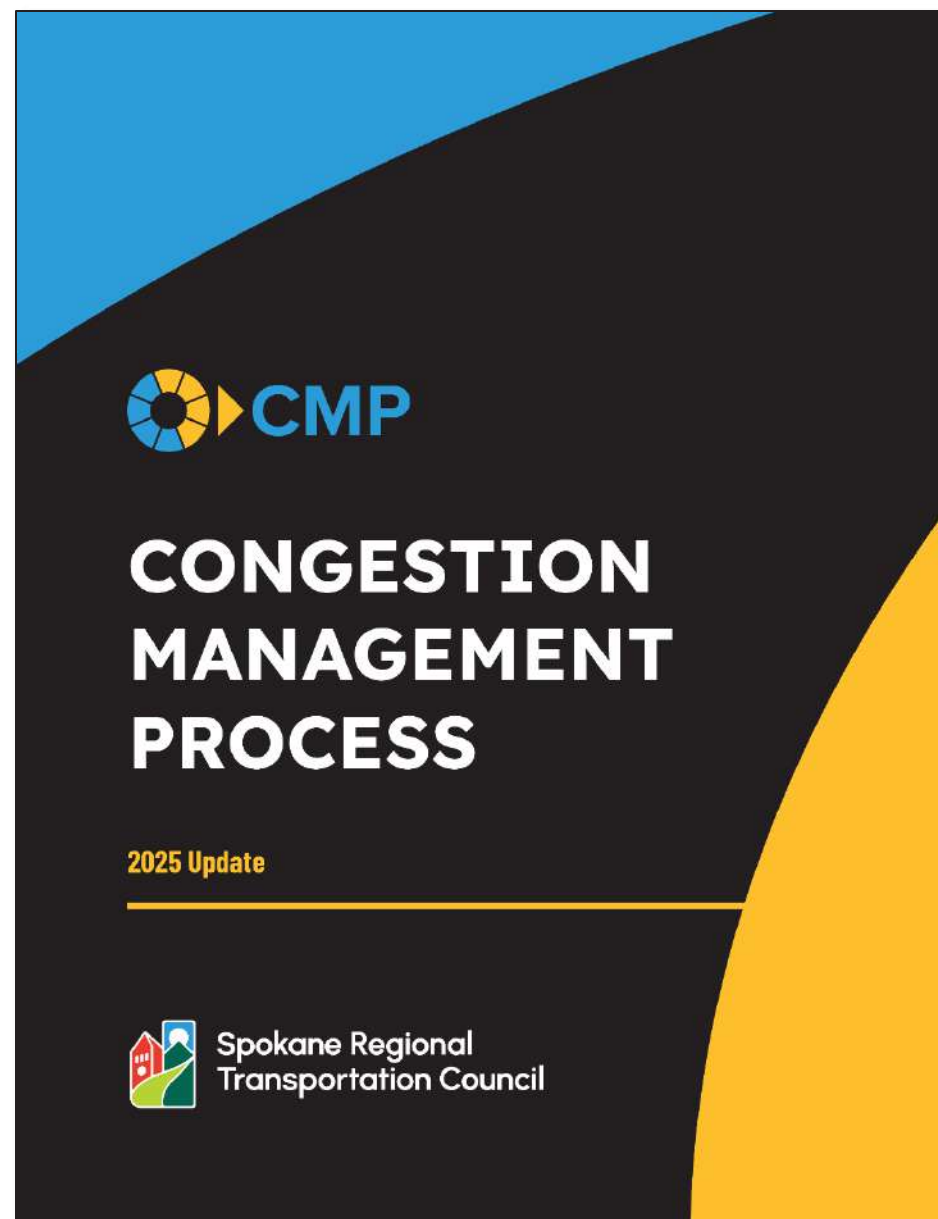Spokane Regional Transportation Council

What is the CMP?

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

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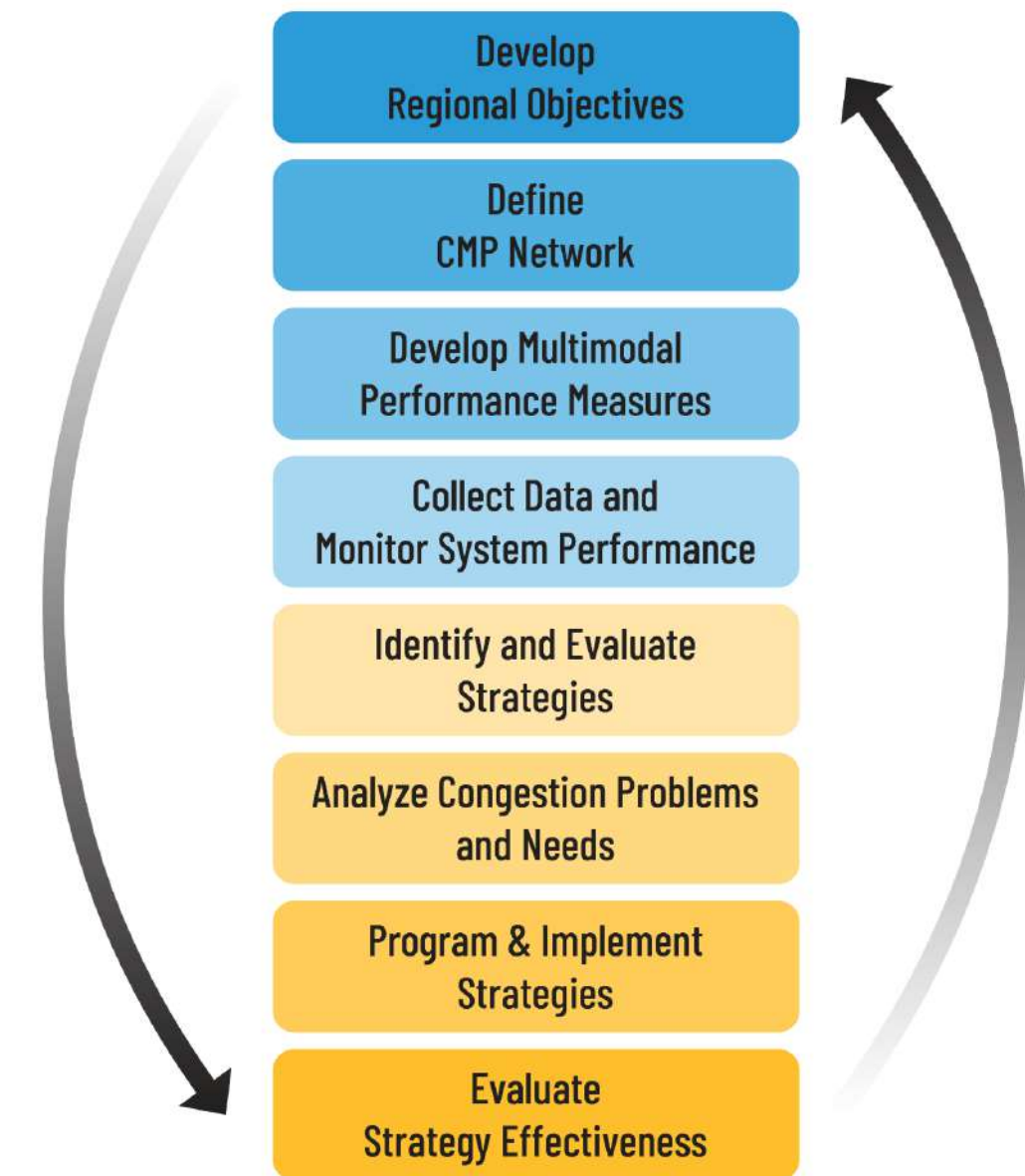
CMP Report

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

Regional Objectives

- Define the region's priorities for managing congestion

- Align with the MTP's Guiding Principles

- Approved by the SRTC Board in July 2023

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

CMP Network

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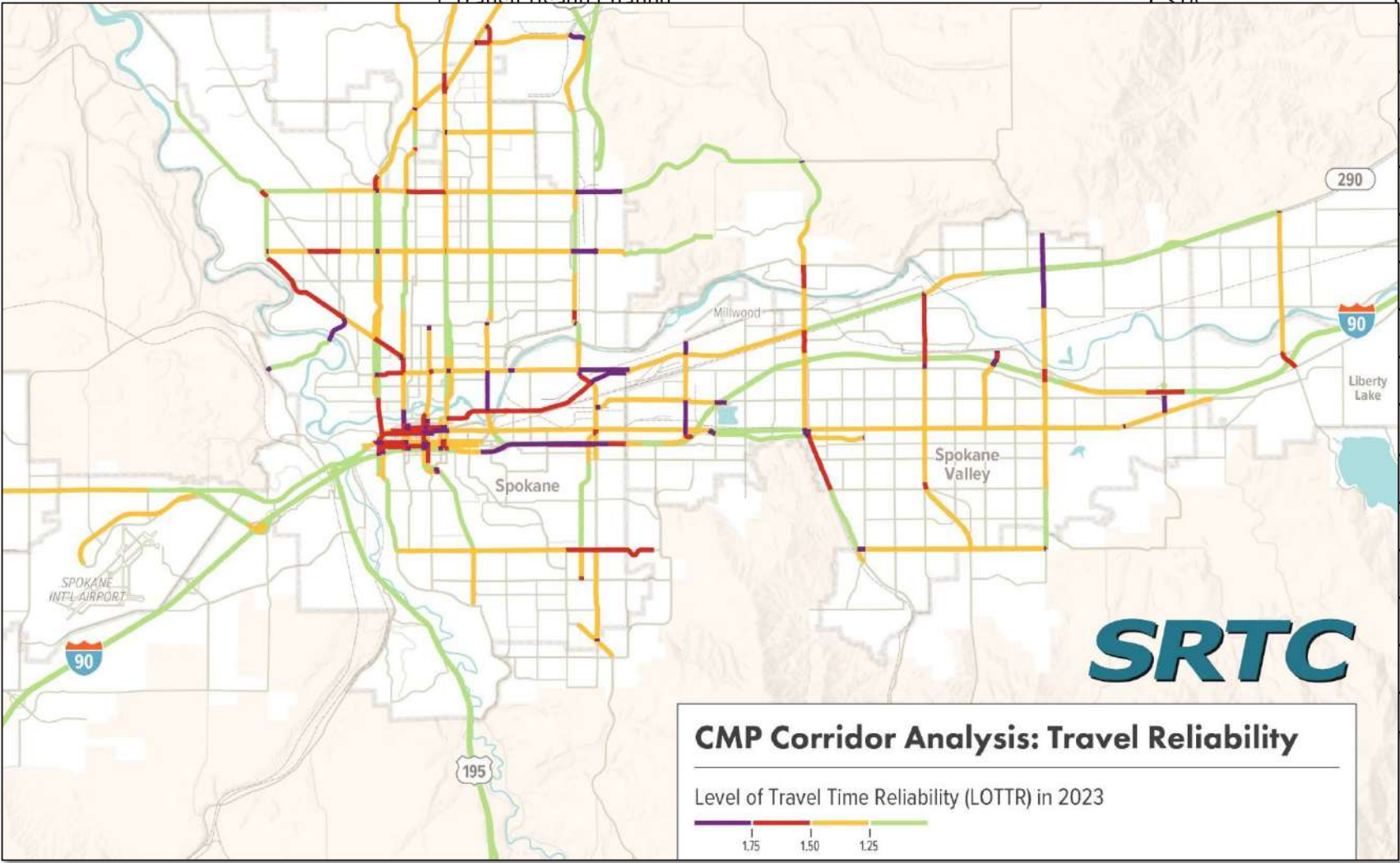- Approved by the SRTC Board in July 2023
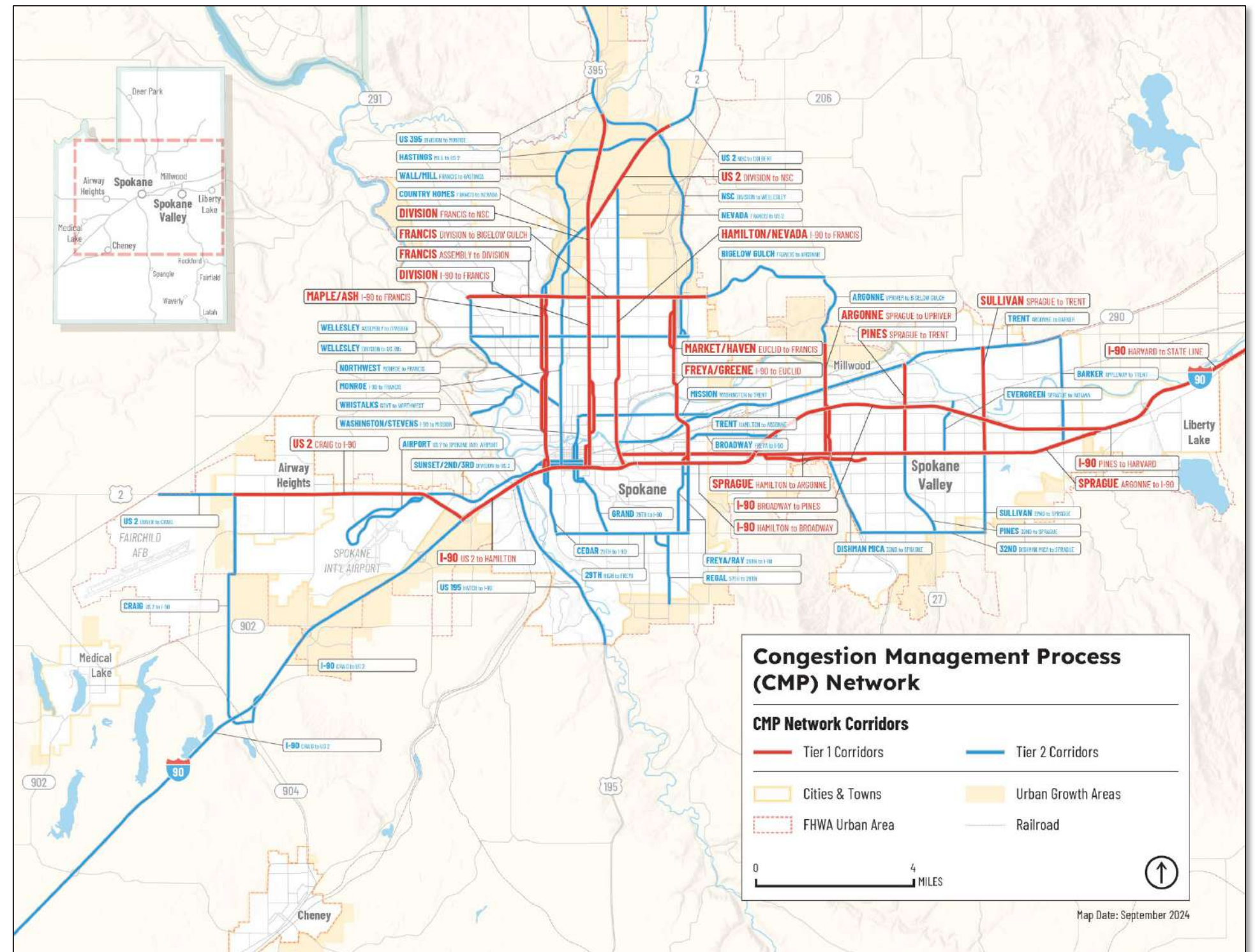
Multimodal Performance Measures

- New measures related to SRTC's federal Transportation Performance Management requirements:
  › Level of Travel Time Reliability
  › Peak Hours of Excessive Delay

- Additional safety measures:
  › Accounting for severity
  › EPDO crash rate & severity index

- Removing measures lacking a reliable data source:
  › Miles of sidewalk gaps filled on CMP corridors

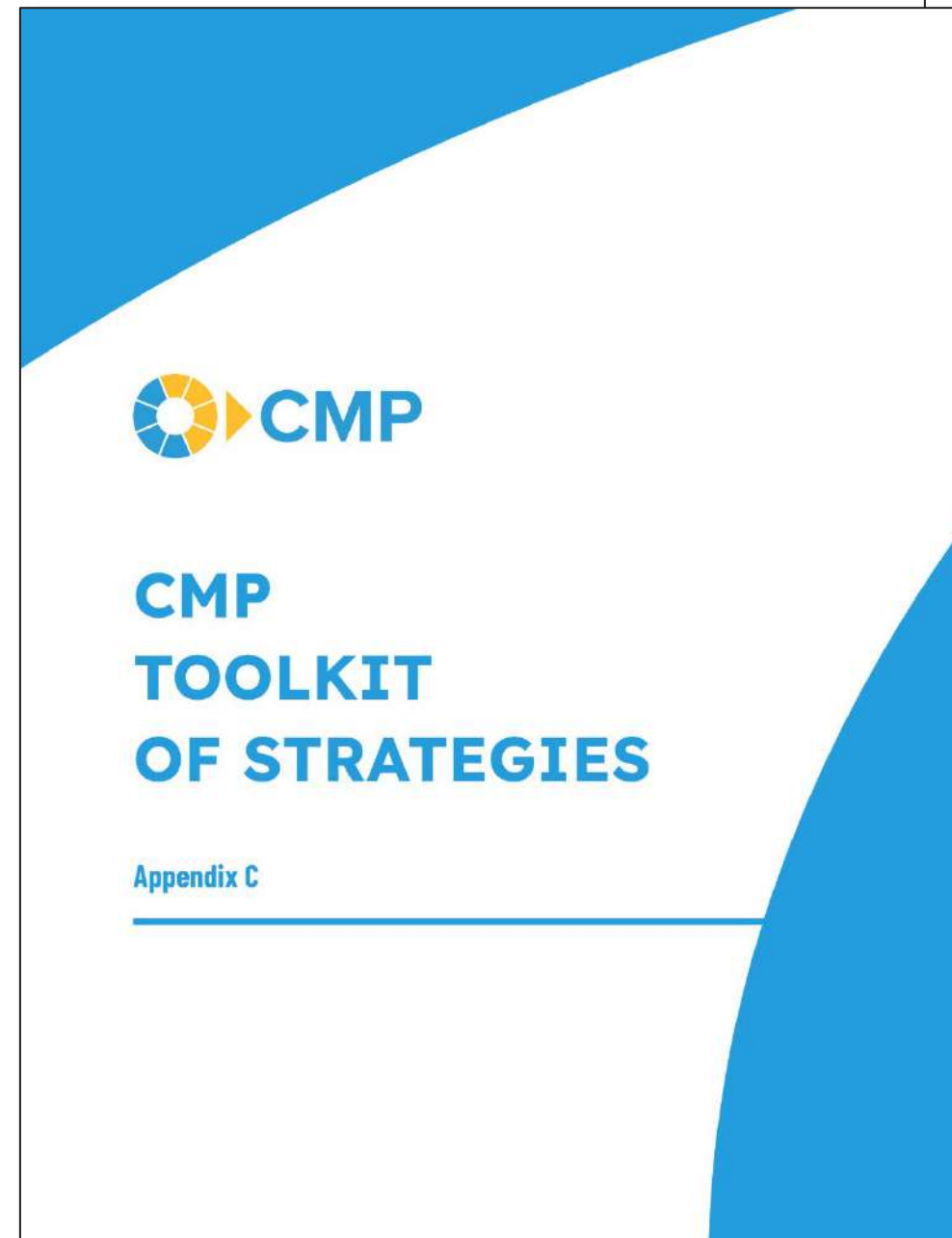| Guiding Principles	Performance Measures
Economic Vitality	• Transportation + housing costs as a percentage of median income on CMP corridors • Existing and forecasted employment density along CMP corridors • Existing and forecasted population density along CMP corridors • Freight tonnage on CMP corridors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

Data Collection & Monitoring

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

Data	Responsibility	Frequency
Federal Functional Classification	SRTC	As Needed
Corridor Centerline Miles	SRTC	As Needed
Corridor Lane Miles	SRTC	As Needed
Average Annual Daily Traffic	SRTC	Every 2 Years
Average Daily Truck % (Select Locations)	WSDOT/Jurisdictions	FGTS Update
Annual Gross Truck Tonnage	WSDOT/Jurisdictions	FGTS Update
Regional Bicycle Network Facilities	SRTC/Jurisdictions	Annual
Peak Period Load Factor on Corridor	STA	Annual
Peak Period Maximum Load Factor	STA	Annual
Peak Hour Number of Buses	STA	Annual
Number of Park & Rides/% Usage	STA	Annual
Transit Usage Change	STA	Annual
		Annual
		Annual
		Annual
		Annual
		Annual
		Annual
		Annual
		Land Use Update
		Land Use Update
		Land Use Update
		Land Use Update
		Annual
		Every 2 Years
		Land Use Update
		As Needed

CMP Corridor Analysis: Travel Reliability

Level of Travel Time Reliability (LOTTR) in 2023

1.75   1.50   1.25

Toolkit of Strategies

- 43 strategies, 5 categories:
  1. Travel Demand Management
  2. Operational Improvements
  3. Transit Operational Improvements
  4. Freight & Goods Movement
  5. Roadway Capacity Improvements

- Includes new strategies identified during CMP Strategies Workshop w/staff from member agencies

- Draft reviewed by the TTC/TAC at their December meetings & the SRTC Board at their January meeting

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Strategies Matrix

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

CMP Tier 1 Corridors

CMP STRATEGIES MATRIX

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

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

Implementation: Project Prioritization

- Awards points to projects addressing congestion on CMP corridors

- Additional points for incorporating specific strategies identified in the Strategies Matrix

- Updated CMP-related questions reviewed by TIP working group during the development of SRTC's current call for projects

SRTC Call for Projects Congestion Questions
25 points possible

Question 1:
Does the project address congestion in any of the following areas?

- ❑ Tier 1 CMP Corridor (15 points)

- ❑ Tier 2 CMP Corridor or other roadway bottleneck, as definined in the CMP report (5 points)

- ❑ If a CMP Corridor or defined roadway bottleneck project, please describe current congested conditions and thefuture projected levels of congestion after prject implementation. Explain the methodology used.

Question 2:
Does the project utilize any strategies from the CMP Toolkit of Strategies?

1. Select one of the following options if the project is located on a Tier 1 CMP Corridor and includes CMP Toolkit strategies that are listed in the CMP Strategies Matrix for that corridor:

- ❑ Travel Demand Management Strategies (10 points)

- ❑ Operational Improvement Strategies (8 points)

- ❑ Capacity Improvement Strategies (4 points)

2. Select one of the following options if the project is located on a Tier 1 or Tier 2 CMP Corridor, or another roadway bottleneck defined in the CMP report, and it includes CMP Toolkit strategies not listed in the CMP Strategies Matrix for that corridor:

- ❑ Travel Demand Management Strategies (4 points)

- ❑ Operational Improvement Strategies (2 points)

- ❑ Capacity Improvement Strategies (1 point)

Implementation: MTP & TIP Integration

- Roadway Capacity Justification Report process:
  - › Very technical & resource intensive
  - › Region is no longer a Nonattainment Area

- Peer agencies review:
  - › RTC (Vancouver), TRPC (Olympia), BFCOG (Tri-Cities), PSRC (Seattle/Tacoma)

- Draft CMP report proposes replacing this with a simpler checklist for projects on CMP corridors that increase SOV capacity seeking to be included in the TIP or MTP
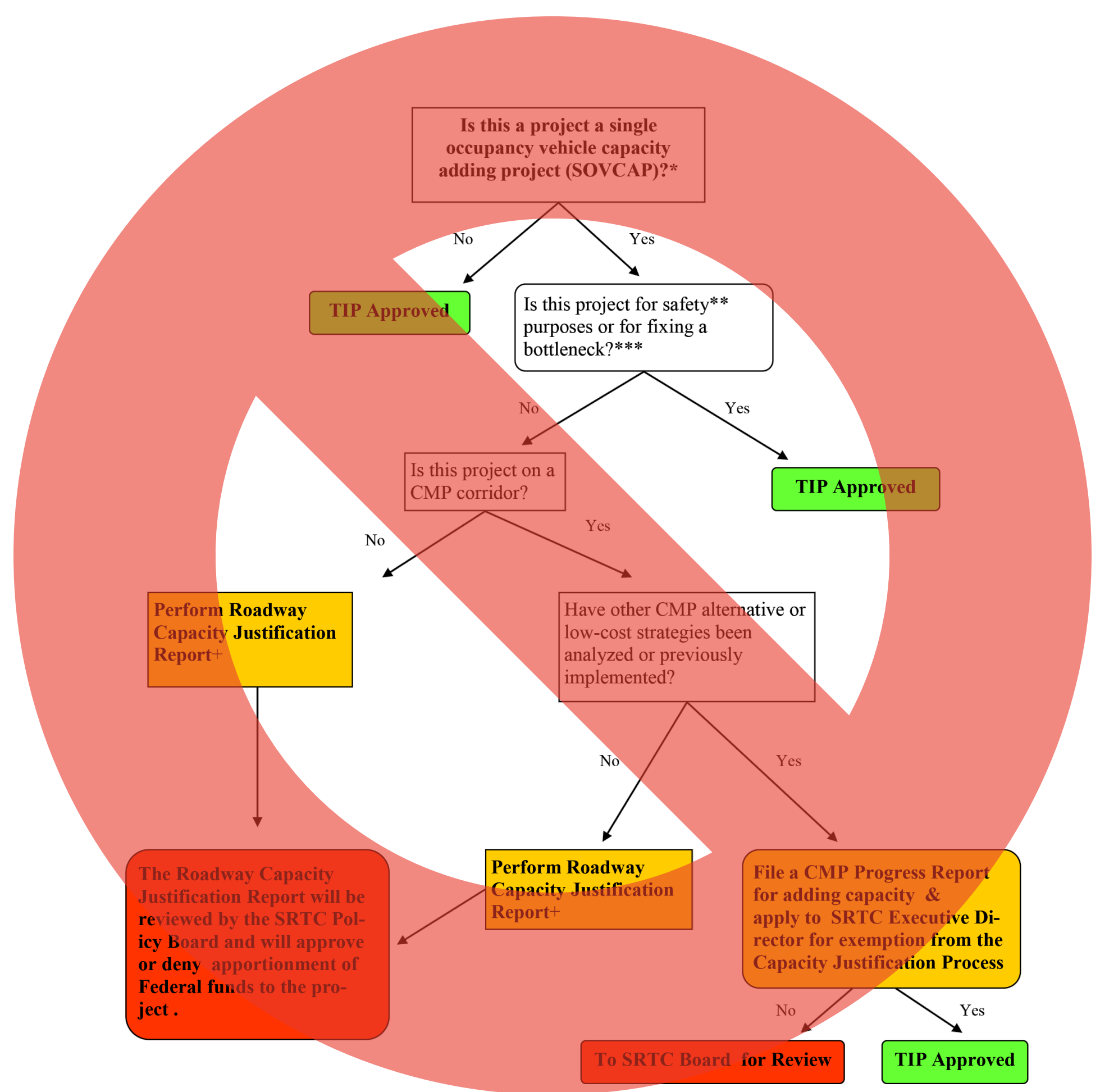
Next Steps

Draft CMP report & appendices will be posted to SRTC website

- Comments due by April 14

TTC & TAC:

- Seek TTC & TAC recommendation on April 23

SRTC Board:

- Return to seek Board approval on May 8

VMT Reduction Framework

SRTC Board of Directors

Agenda Item 8

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Spokane
Regional
Transportation
Council

WSDOT Report

Washington State Department of Transportation

VEHICLE MILES TRAVELED (VMT) TARGETS – FINAL REPORT

June 2023

Why VMT Reduction?

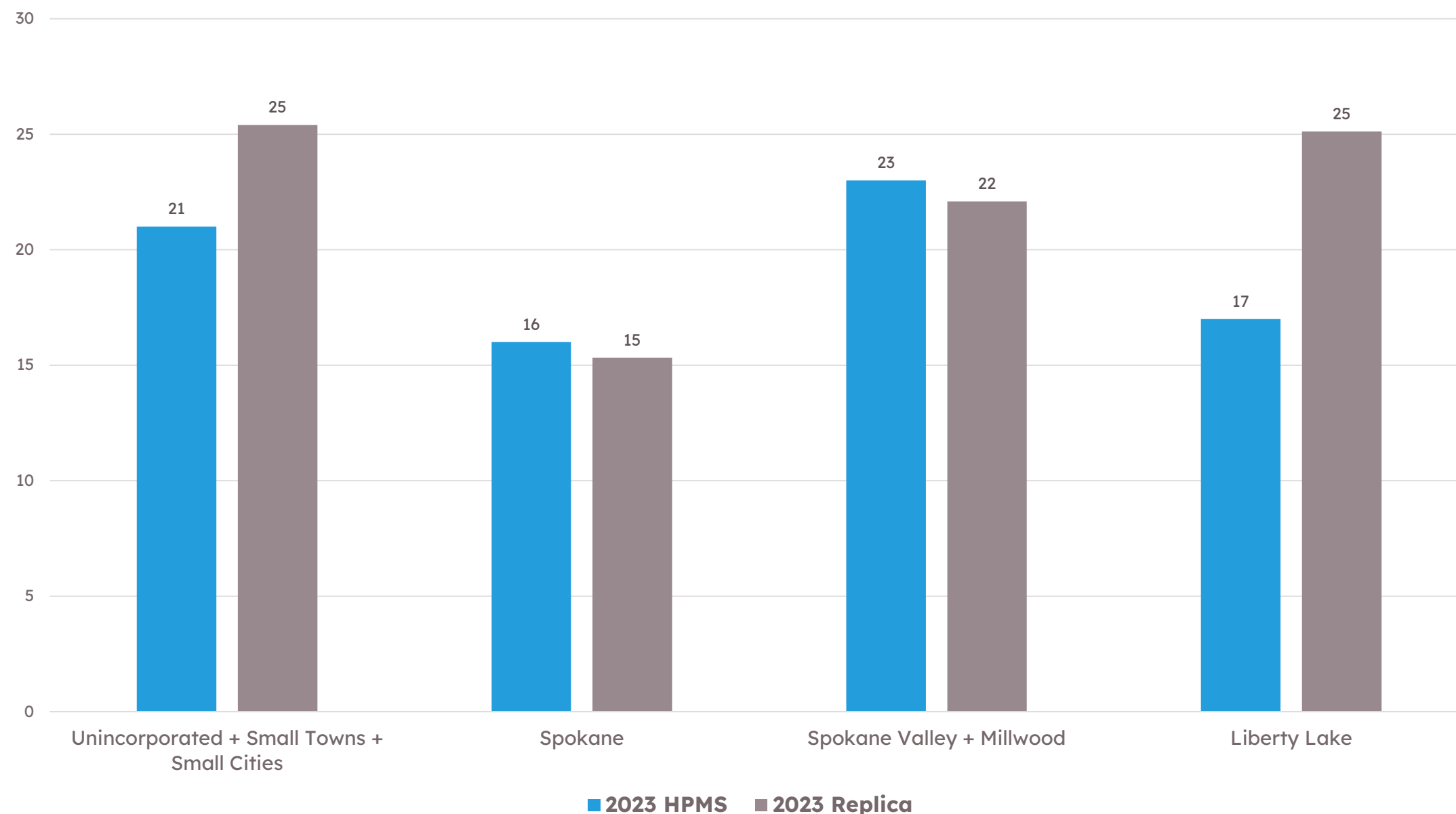| Year	Decrease in Annual per Capita VMT
2020	-18%
2035	-30%
2050	-50%

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

Project Scope

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

VMT Per Capita - Existing

Spokane County - Daily VMT Per Capita 2023 (HPMS vs Replica)

Category	2023 HPMS	2023 Replica
Unincorporated + Small Towns + Small Cities	21	25
Spokane	16	15
Spokane Valley + Millwood	23	22
Liberty Lake	17	25

Comparing 2023 HPMS and Replica data: Replica is:

❑ Comparable values for Spokane and Spokane Valley + Millwood

❑ Replica shows higher Daily VMT per capita compared to HPMS for Unincorporated + Small Towns + Small Cities and Liberty Lake

❑ Replica's network includes more links (including local and residential streets) compared to HPMS

Spokane Regional Transportation Council

Engagement

- Working Group
  - Representatives from member agencies
- Interviews

Next Steps

- Interviews

- Finish Analysis

- Identify Preliminary Strategies

- **Working Group Meeting #2 – Mid March**

- Draft Plan – End of April

- **Working Group Meeting #3 – Mid May**

- Final Plan – June 24

Questions?

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