

# MOVING FORWARD

# HORIZON 2040

Spokane Metropolitan Transportation Plan

Horizon 2040 Approved by the SRTC Policy Board December 12, 2013

No matter who you are or what you do, transportation plays a significant role in your life. That's why **HORIZON 2040** the Spokane Regional Transportation Council's (SRTC's) long-term transportation plan, is so important to our region.

Every day, millions of people travel to and from work, school and other destinations on a system of highways, streets, bridges, and sidewalks. Some people drive a car, while others walk or ride the bus. We use the airport to travel to other cities, and many of the things we buy in local stores arrive from outside the region by rail or truck.

**HORIZON 2040** looks at our area transportation system now and in the future. Regional projections show there will be another 165,000 people living in Spokane County by 2040. This means new residential neighborhoods and job centers, and potentially thousands of more cars on our streets. At the same time, our population is aging and households in Spokane County are getting smaller. These types of changes will impact how we use the transportation system.

With so many issues to consider, it's important to make the right investments in our transportation system. That's the job of the SRTC, an association of local elected officials, transportation professionals, and community leaders in Spokane County.

**HORIZON 2040** identifies a list of projects and programs expected to be implemented over the next 27 years. It also includes a list of unfunded transportation needs important to the region should additional funding become available.

Several transportation issues or themes are described throughout **HORIZON 2040**. Many of these point to dramatic changes in the way people will get around in the future:

**Lack of Adequate Funding for Operations, Maintenance and Preservation** The region faces an increasing backlog of maintenance and preservation. Additional revenue options are needed to avoid future deferred maintenance. Likewise, Spokane Transit needs additional funding to sustain service levels.

**State of Bridges** There is a significant need for bridge improvements. Many bridges are approaching or have exceeded their design life and several are located on vital freight routes.

**Increase in Elderly Population** An increase in the elderly population will impact the future of transportation. A growing number of seniors will likely drive less, yet still need transportation to services.

**Changes in Household Makeup** Single person households (who are more likely to use alternate forms of transportation) are increasing. These demographic changes impact planning for infrastructure and land use.

**Decrease in Household and Per Capita Vehicle Miles Traveled (VMT)** Daily and peak hour VMT by household and per person is forecasted to decrease in Spokane County.



## GUIDING PRINCIPLES

The following Guiding Principles were developed as the first step in creating a policy framework for Horizon 2040.

### Economic Vitality

- Focus on people, freight and goods movement to improve global competitiveness
- Enhance accessibility and connections to economic activity centers
- Prioritize multi-modal investments

### Stewardship

- Protect the environment
- Follow federal, state and local legislation and policies
- Measure performance

### Cooperation and Leadership

- Provide a regional forum to develop priorities
- Identify funding strategies
- Coordinate with stakeholders

### Quality of Life

- Offer safe and convenient forms of active transportation
- Consider the needs of all transportation users regardless of ability
- Design to support social, cultural and commercial activities

### Choice and Mobility

- Create viable transportation choices
- Increase availability and improve service
- Improve transportation system connections
- Share the use of infrastructure

### System Operations, Maintenance and Preservation

- Preserve and prolong the life of infrastructure
- Use fiscal resources prudently
- Provide adequate funding
- Improve efficiency of system operations

### Safety and Security

- Draw on best-practice design
- Utilize education and outreach
- Make use of operational strategies
- Improve maintenance of the transportation system

2013

## SRTC POLICY BOARD MEMBERS

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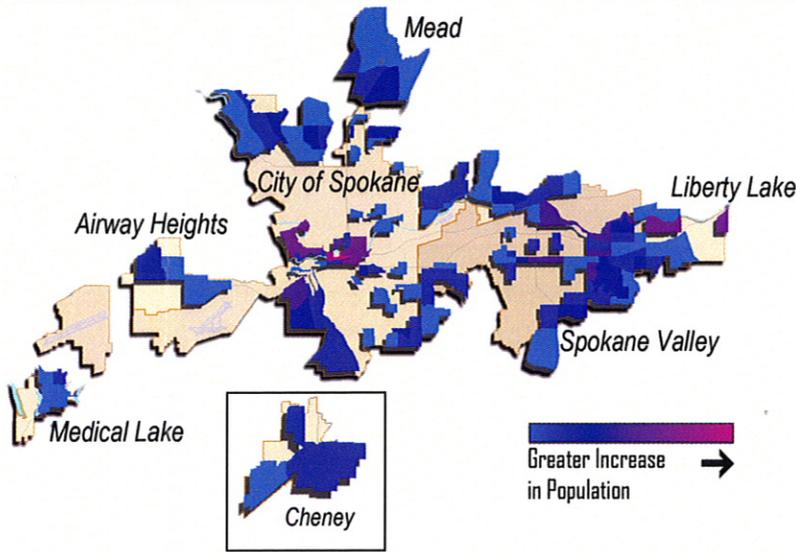
## MEMBER AGENCIES

City of Spokane • Spokane County • Spokane Airports  
City of Spokane Valley • Spokane Transit Authority  
Washington State Department of Transportation  
Washington State Transportation Commission  
City of Airway Heights • City of Cheney  
City of Deer Park • City of Liberty Lake  
City of Medical Lake • City of Millwood  
Town of Fairfield • Town of Latah • Town of Rockford  
Town of Spangle • Town of Waverly

**SRTC's Mission ~**

To coordinate transportation planning in the Spokane Region by providing leadership, expertise, and a forum for collaboration.

**Population Density Change  
2010 to 2040**

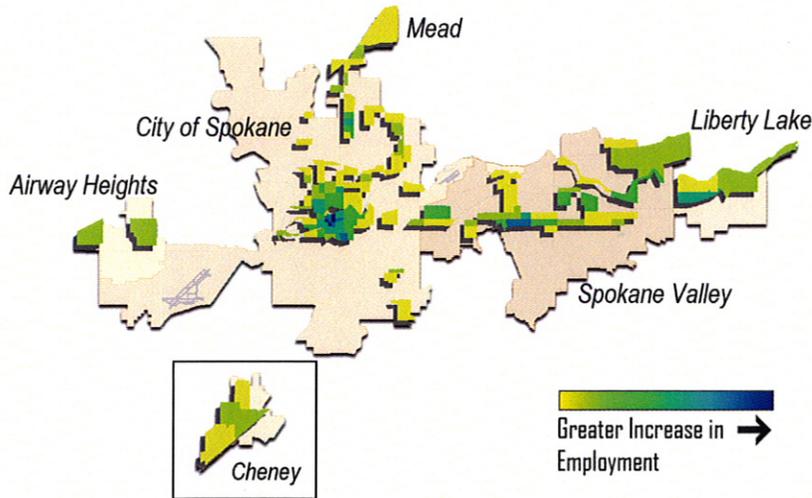


SRTC evaluated trends in population and employment growth as well as other factors that will influence the regional transportation system in the future.

**HORIZON 2040** provides detail to:

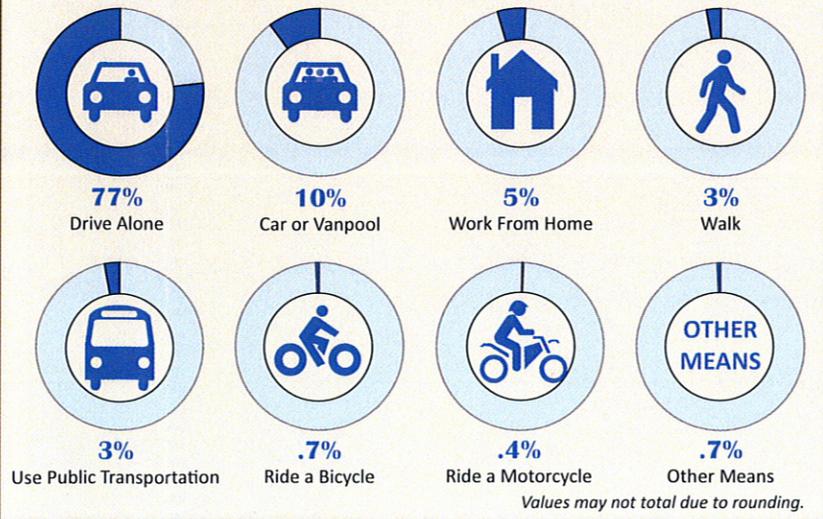
- evaluate the effectiveness of proposed transportation activities;
- assess the interconnected, multimodal impacts of the improvements;
- illustrate the potential social, economic, and environmental benefits and consequences; and,
- demonstrate its financial reasonability through the year 2040.

**Employment Density Change  
2010 to 2040**



**HORIZON 2040** is a performance-based plan. Measuring the success of achieving the goals of the Plan are essential for demonstrating the worth and effectiveness of the Plan's strategies to regional decision makers and the public.

**GETTING TO WORK TODAY**



**SPOKANE COUNTY**

**471,221**

2010 County Population

**109,502 CHILDREN**

Population under 18 makes up 23.2%

**60,969 SENIORS**

Population over 65 makes up 12.9%

13.5% of the population\* has a **DISABILITY**

\*Total civilian noninstitutionalized population



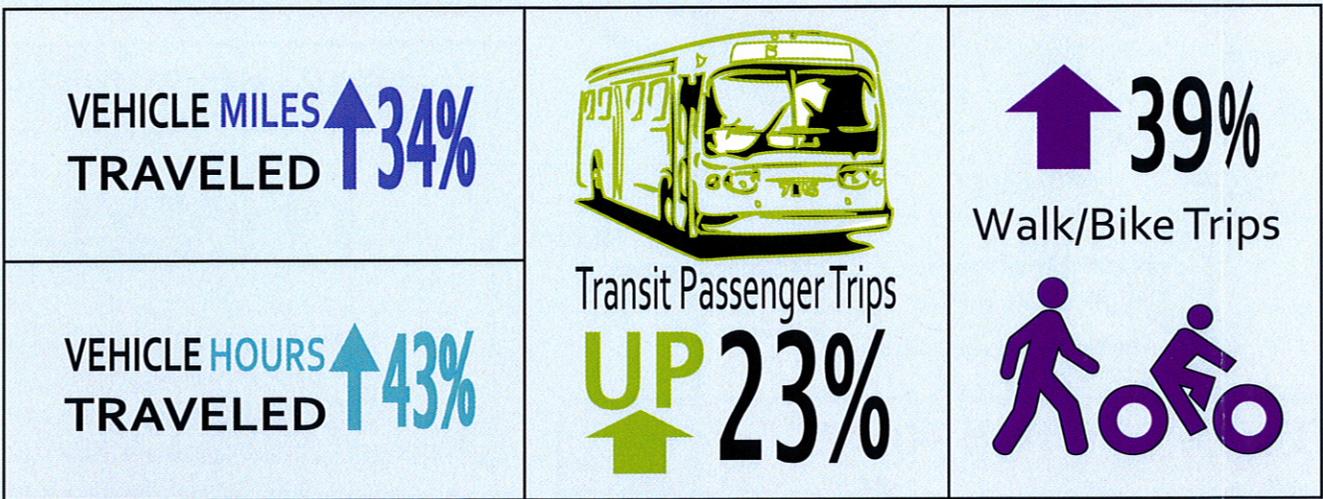
Average Household Size

**2.44 persons**

**FUTURE IMPACTS OF TRANSPORTATION ISSUES ON OUR AREA** A model of possible future transportation conditions was used to evaluate potential system needs and deficiencies that result from future growth in our region. Using a "No-Build Scenario"\*, the impacts to traffic conditions could be extensive by the year 2040. Based on future conditions and needs, we know:

- Changes in demographics and land use will increase pressure on regional transportation networks and likely increase use of alternative modes of transportation.
- Growth in public transportation use will be constrained by the lack of major investments in additional transit capacity and services. A projected 23% increase in transit rides would represent a strain on the transit system and likely under-represents the full demand that could be expected in 2040 considering the 35% increase in population.
- Absent future improvements to the vehicular and public transit networks, the Spokane region will experience increased congestion in certain high volume corridors.
- Public transportation service and other information, technology, design and operations programs show demonstrable benefits to the traveling public and freight shippers.
- Freight movement forecasts point to the need for infrastructure and logistics improvements in order to capitalize on future economic opportunities.

2010 → 2040



*\*The No-Build Scenario assumes that the only improvements made to the current transportation system are those already committed by jurisdictions in the near future and programmed in SRTC's Transportation Improvement Program.*



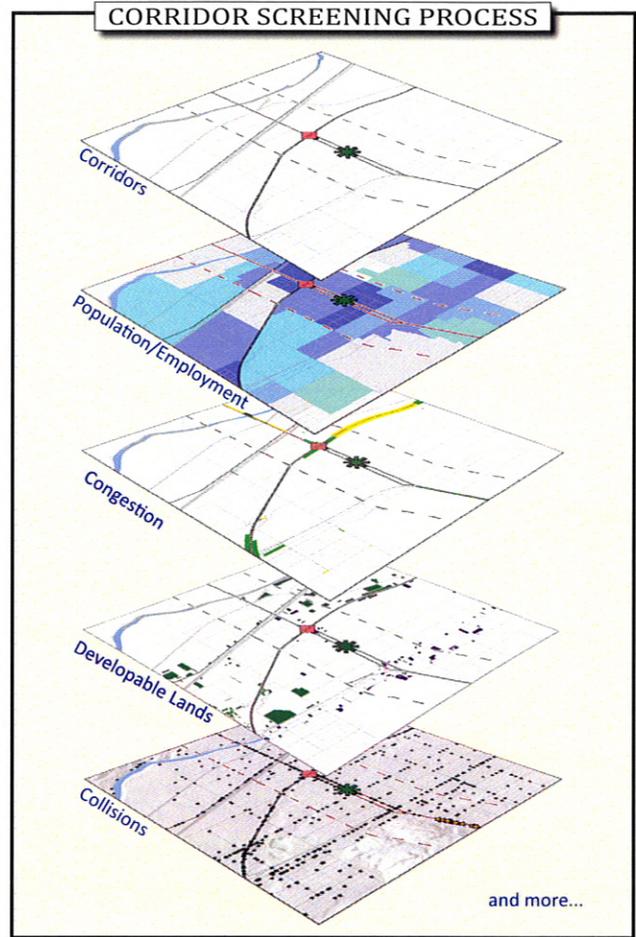
*"With limited resources available across the board, it is important that we plan for the future of our region now to maximize our resources."*

Spokane County Commissioner Todd Mielke  
SRTC Board Member

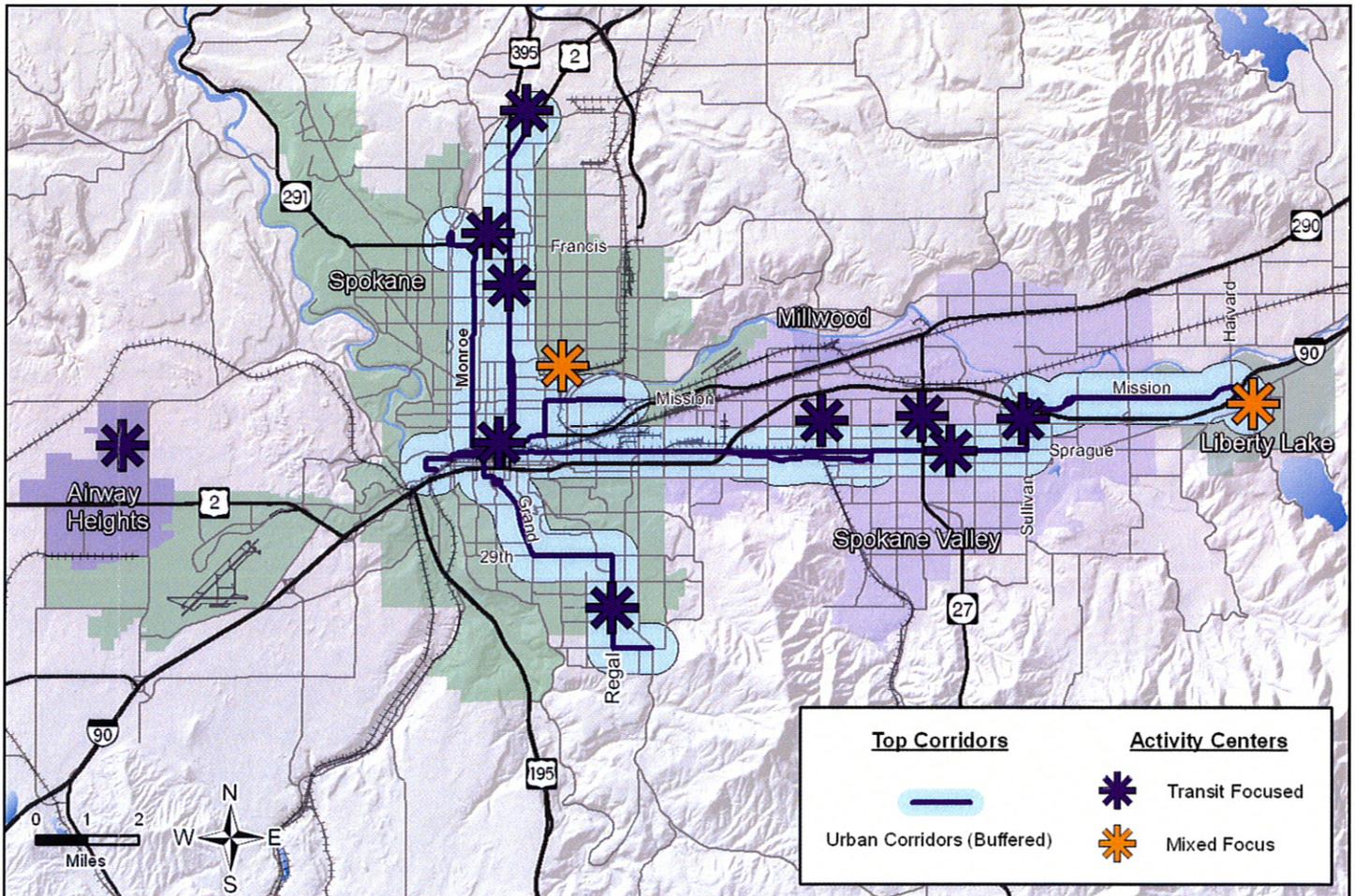
## SCENARIO ANALYSIS PROCESS

An analysis of the current regional transportation system was completed as part of Horizon 2040. This included a scenario analysis process that provides a range of options for maintaining and enhancing the system on a tight budget. Scenarios include: investigating transportation investments in urban corridors, evaluating land use impacts around corridors and employment activity centers, and exploring potential revenue and expenditure options.

Thirty corridors were initially screened to identify those that can accommodate multimodal travel and new mixed use development. Land use scenarios were analyzed to assess the impact of the potential transportation investments in relation to population and employment changes. Criteria was used to refine the list to a handful of corridors for future planning analysis. The corridors below have challenges including safety concerns, increasing congestion, and growing travel times. They were also examined for opportunities for investments that could positively influence economic development and quality of life.



**Top Transportation Corridors from Horizon 2040 Screening Process**



## FINANCIAL PLAN

**HORIZON 2040** is required to be financially constrained, meaning it must show there is sufficient funding to pay for proposed projects and programs included in the plan. For the years 2014-2040, Horizon 2040 forecasts nearly \$10.9 billion in reasonably available revenues.

The 2014-2040 expenditures include \$2.2 billion for large capital projects such as the North Spokane Corridor. A map on the following page illustrates projects recommended for completion by 2040. Projects not included on the map and not individually listed in Horizon 2040, but still considered important, are grouped into the programs in the table to the right.

Project revenues and expenditures for Horizon 2040 are detailed in the table below. Please note that the projected revenues available to the region for 2014-2040 are not enough to fund road and bridge maintenance and preservation at a state of good repair.

### Horizon 2040 Transportation Programs 2014-2040

Program	Total Funding Target (YOE \$)	Average Annual Funding Target
High Performance Transit	\$65,700,000	\$2,400,000
Nonmotorized	\$256,900,000	\$9,500,000
Planning	\$7,700,000	\$300,000
Road Capital	\$220,900,000	\$8,200,000
Safety/Security	\$84,300,000	\$3,100,000
Transportation Demand Management	\$8,000,000	\$300,000
Transit	\$284,700,000	\$10,500,000
Transportation Systems Management & Operations	\$202,000,000	\$7,500,000
<b>Total</b>	<b>\$1,130,200,000</b>	<b>\$41,800,000</b>

### Horizon 2040 Revenues and Expenditures 2014-2040

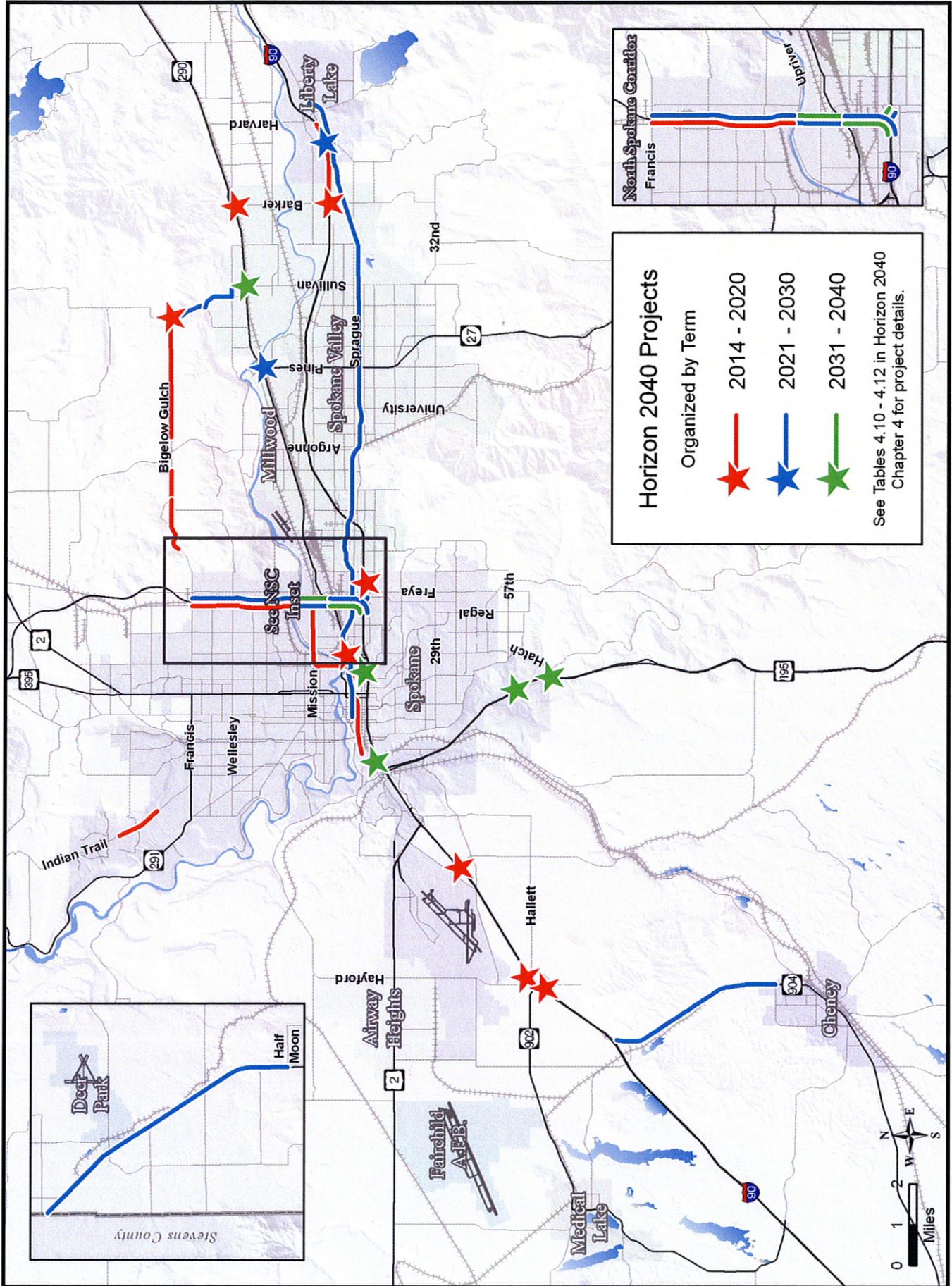
		Local/Regional	WSDOT	STA	Total
<b>Revenues</b>		\$3,969,800,000	\$3,462,200,000	\$3,431,600,000	\$10,863,600,000
<b>Expenditures</b>	Operations & Maintenance	\$1,002,200,000	\$901,500,000	\$2,986,800,000	\$4,890,500,000
	Preservation	\$1,998,300,000	\$514,100,000		\$2,512,400,000
	Regionally Significant Capital	\$189,600,000	\$2,046,600,000	\$94,400,000	\$2,330,600,000
	Programs	\$779,800,000		\$350,400,000	\$1,130,200,000
<b>Balance</b>		\$0	\$0	\$0	\$0



*"Efficient, well-planned movement of people and goods prepares us to grow while enhancing our quality of life. Being proactive today and planning for tomorrow with a plan like Horizon 2040 will mean less congestion, better-coordinated projects, and an overall better transportation system for our area in the decades to come."*

Mayor David Condon, City of Spokane  
SRTC Board Member

MOVING FORWARD a balanced, multimodal transportation system that has the right investments, in the right locations, at the right time.



For more information go to: [www.srtc.org/mtp\\_2040.html](http://www.srtc.org/mtp_2040.html)

## **STRATEGIES**

**Horizon 2040** includes strategies that will lead to the maintenance and enhancement of the regional, integrated multimodal transportation system. The strategies are the outcome of analysis as well as extensive public outreach and coordination with member jurisdictions.

### ***Strategy 1: Transportation System Management and Operations***

One of Horizon 2040's highest priorities is addressing the backlog of deferred maintenance. Also, ensuring the operation of effective public transportation is crucial. Transportation System Management and Operations (TSMO) strategies will improve mobility, accessibility and safety while enhancing multimodal travel options.

### ***Strategy 2: Transportation Demand Management***

Horizon 2040 places a priority on maximizing the utility of the transportation system using cost-effective approaches such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS). TDM is projects, programs and services aimed at reducing the demand on vehicular facilities, including carpooling, using public transit, biking, and walking.

### ***Strategy 3: Cost-effective transportation investments***

Horizon 2040 strongly encourages the use of innovative techniques for the cost-efficient engineering and construction of transportation projects using high quality, long lasting materials.

### ***Strategy 4: Transit investments to support existing employment and spur job growth***

Public transportation plays an important role in the economic vitality and quality of life of our region. Employers benefit from access to transit as it supports the recruitment and retention of employees and provides access for customers. Employees benefit from transit through reduced commute and parking costs.

### ***Strategy 5: Safety and Security***

Transportation investments in Horizon 2040 will support and enhance the safety and security of regional networks and systems. Safety improvements should be targeted in the Horizon 2040 transportation corridors where identified deficiencies exist, including higher rates of vehicular collisions as well as bicycle and pedestrian involved collisions.

### ***Strategy 6: Protect the natural environment***

Protecting the natural environment including air, soil and water quality will be a requirement for regional funding for all transportation projects.

### ***Strategy 7: Provide multimodal options region-wide***

A bicycle priority network was developed that identifies existing and future bicycle facilities. The pedestrian network is quite extensive in Spokane County, but there is a significant amount of missing sidewalks in the region. In the near future, SRTC will manage a pedestrian network inventory and be able to better evaluate the extent of the need. Transit improvements will also provide multimodal solutions.