



Transportation Priorities of the Spokane Region

Joint Transportation Committee

Presented by the SRTC Board

June 17, 2014

What is Horizon 2040?

Long-range plan that establishes regional priorities and guides investments
Two years of extensive public outreach and input



Includes:

- ▶ Condition of existing transportation facilities
- ▶ Future demand expected to be placed on system
- ▶ List of projects/programs to construct/complete by 2040
- ▶ Strategies to maintain facilities & manage congestion
- ▶ Financial plan to pay for all these activities

Horizon 2040 Guiding Principles

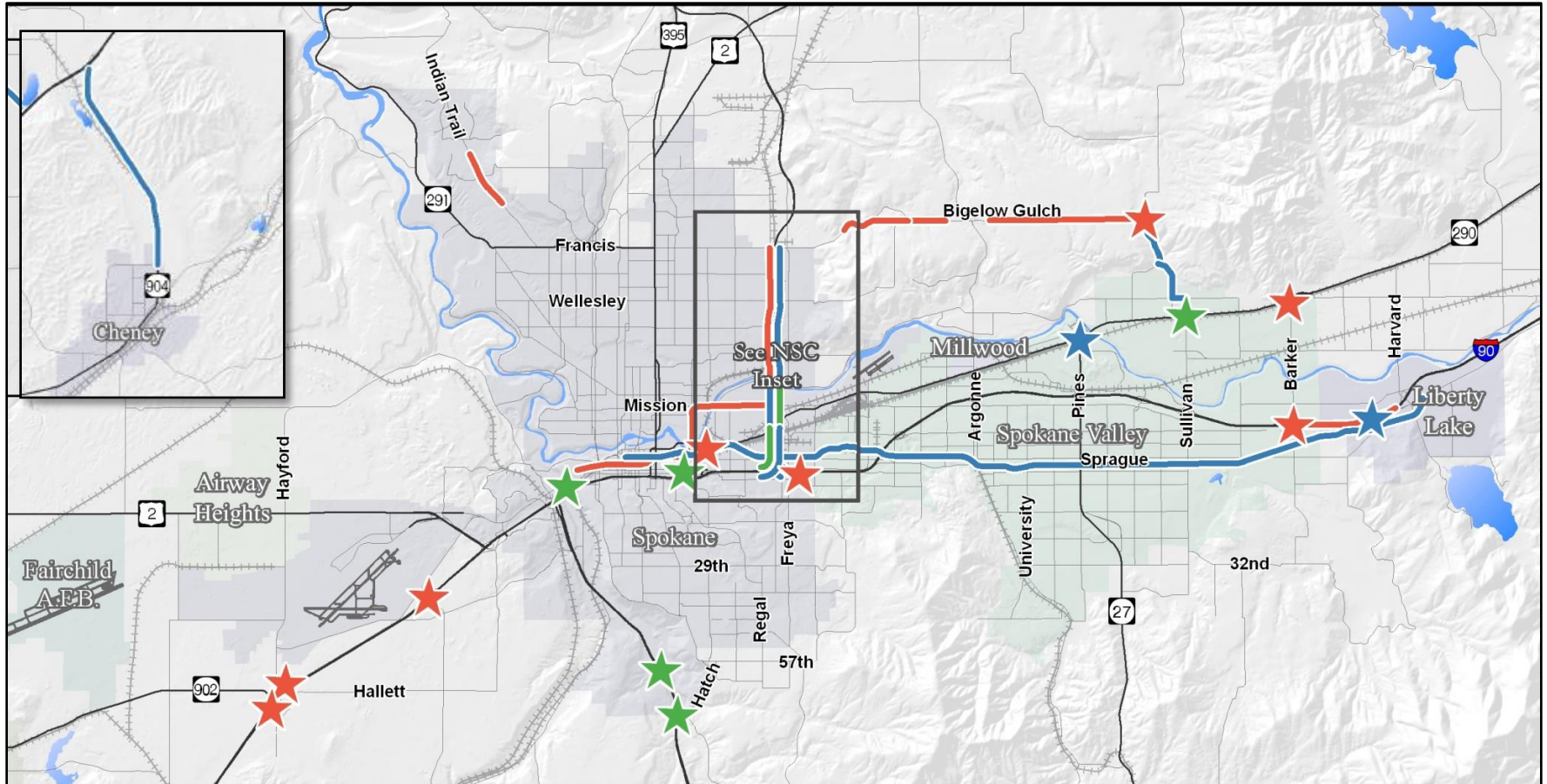
Transportation investments support many of the values that are most important to the region

Healthy economies rely upon efficient and reliable transportation systems

Quality places provide choice and mobility for communities and are good stewards of public resources



Regional Priorities



Maintenance and preservation | Bridges | Capital improvements | Transit
Non-motorized | Travel demand management (TDM) | Safety & security
Transportation systems management and operations (TSMO)

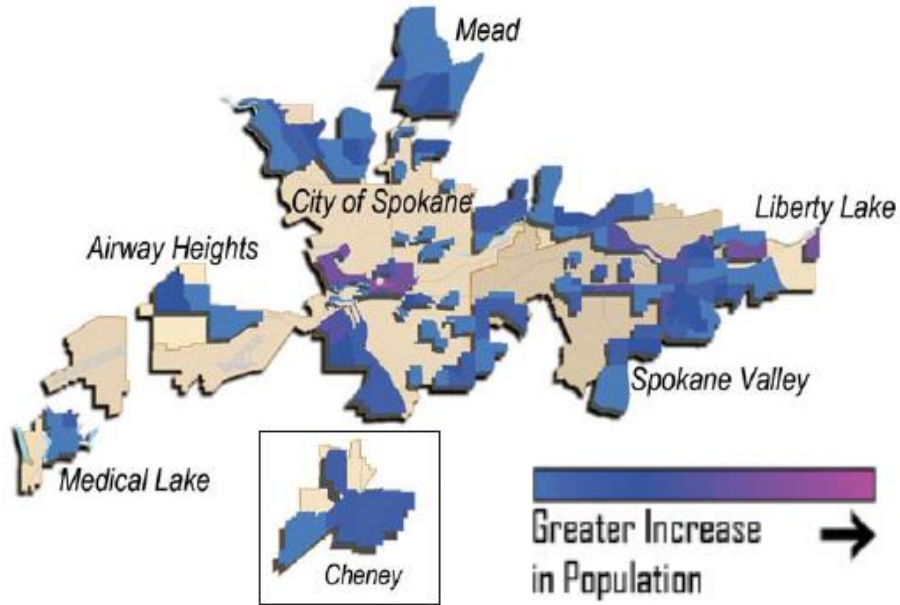
Regional Priorities

Horizon 2040 Transportation Programs (2014-2040)

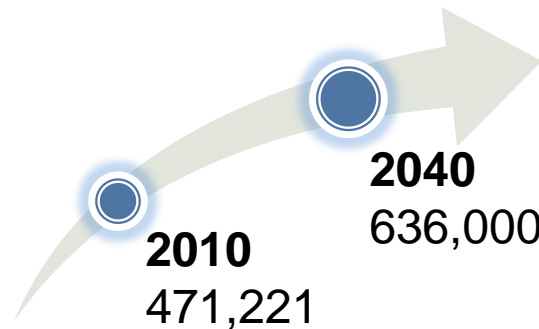
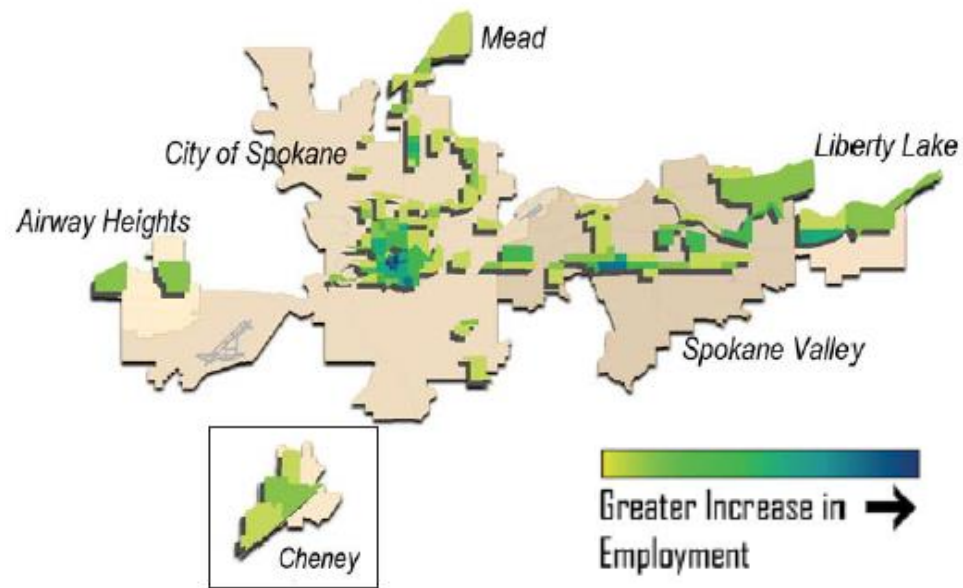
Programs		Total Funding (YOE \$ in millions)
Operations and maintenance	Roads & bridges	\$1,904
	Transit	\$2,987
Preservation	Roads & bridges	\$2,512
Capital improvements	Roads & bridges	\$2,457
	Transit	\$445
Non-motorized		\$257
Other programs		\$300
Total		\$10,864

Growth Trends

Population Density Change
2010 to 2040

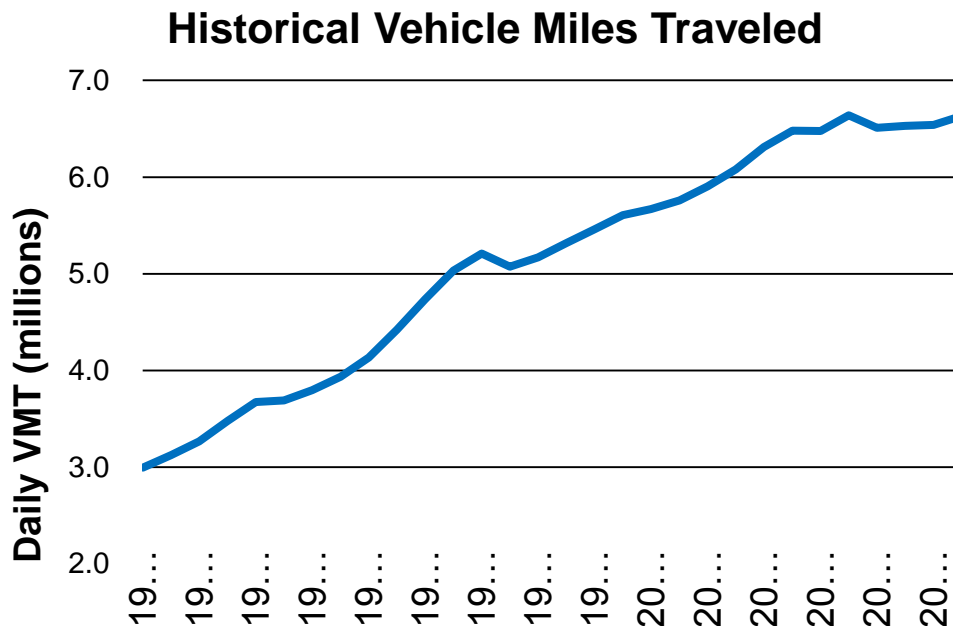


Employment Density Change
2010 to 2040



Population Growth
2010 - 2040
+35% Growth

Demographic Shifts



Changing household composition

Families with children now account for only 28% of Spokane households

Growing senior population

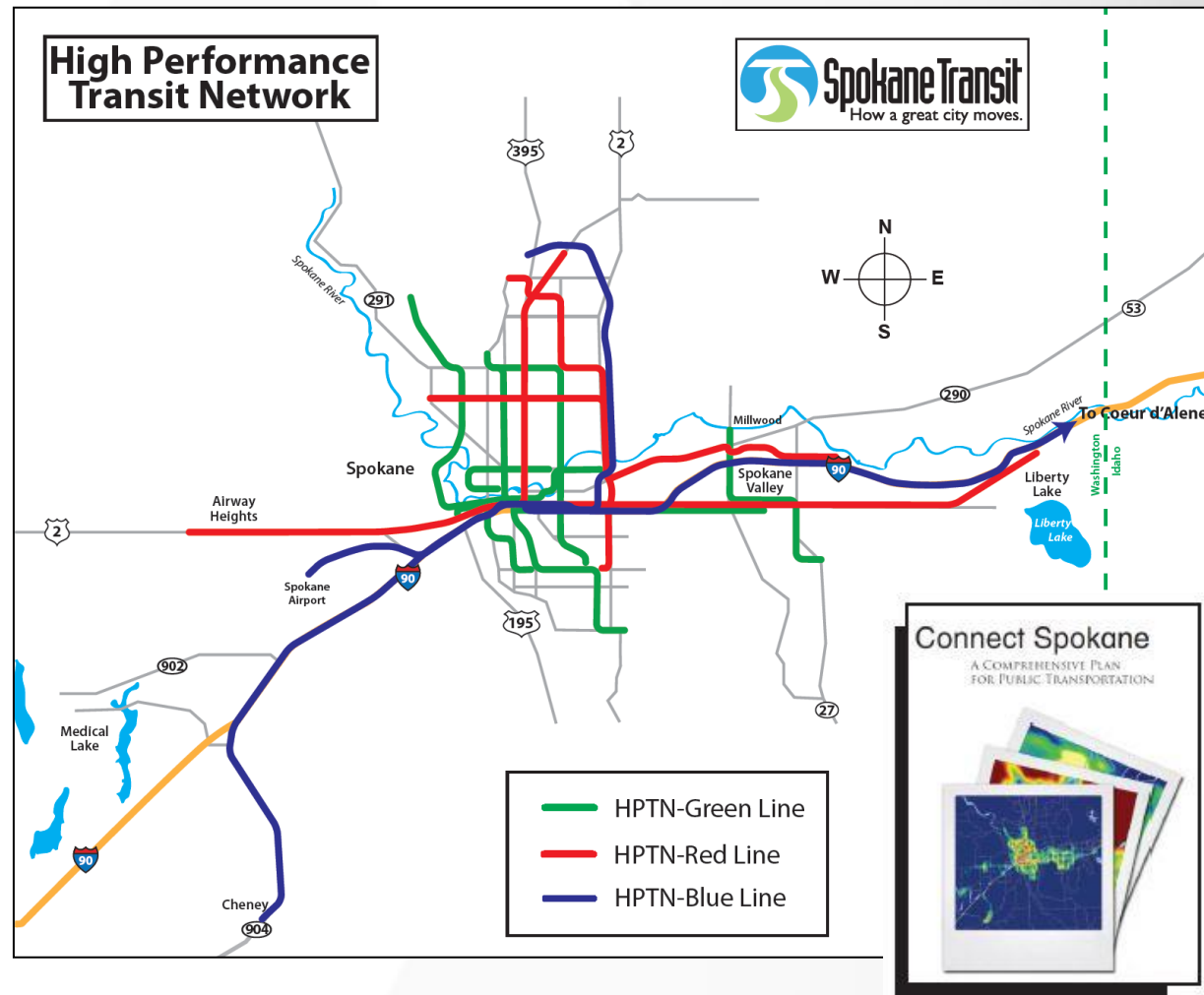
Seniors will account for 22% of population in 2040 (13% in 2010)

Driving on the decline

Vehicle miles traveled (VMT) have leveled; younger populations opting for alternative modes

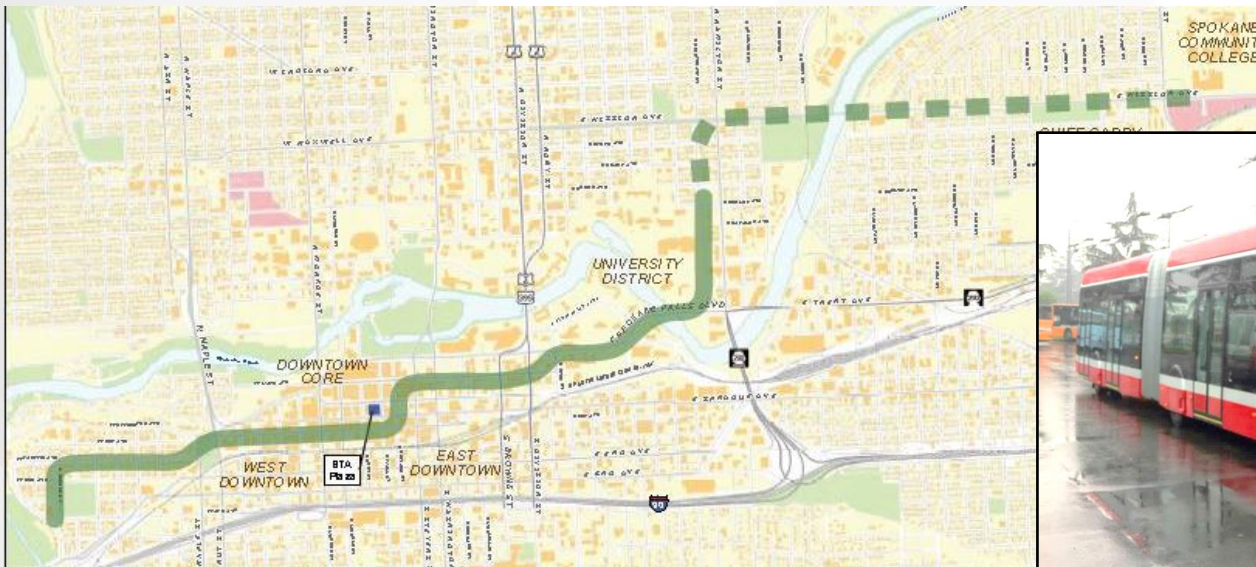
High Performance Transit

- Reliable and frequent transit service on high-demand corridors
- Enhanced efficiency and passenger amenities
- Long-term plans; 20-30 year full implementation



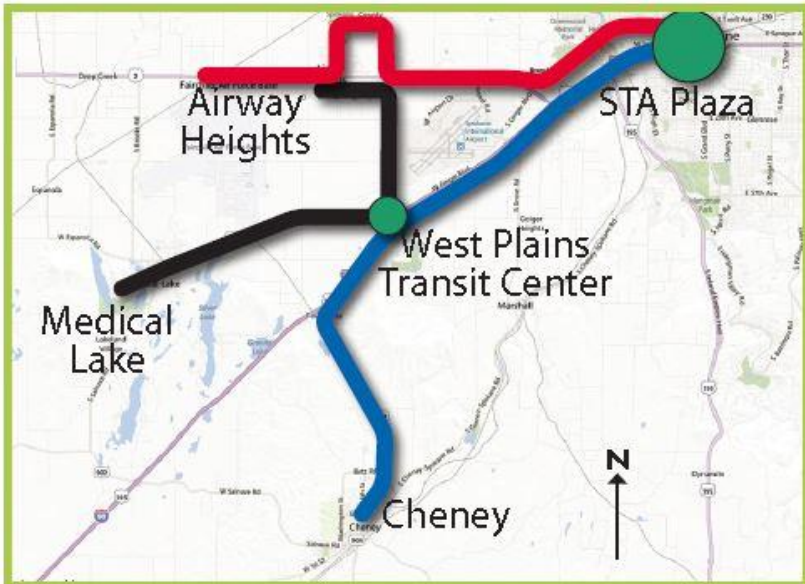
Central City Line

- Improved mobility for central city areas
- Permanent transit investment to promote economic development
- Environmentally sustainable featuring zero-emission electric vehicles
- Estimated project completion 2020 (local, state and federal fund)
- \$15M match from local STA funds



For illustrative purposes only.

West Plains Transit Center



- Improved West Plains connectivity
- Integrates with WSDOT improvements
- Little impact to operating costs
- Estimated project completion 2018 (funding dependent)
- Estimated project cost \$12M (\$1.1M secured)



Map shows improved connectivity among West Plains communities once the Transit Center is operational.





Conceptual Design Image

Pavement Preservation

Eastern Region P-1 Program HMA/PCCP/BST Routes

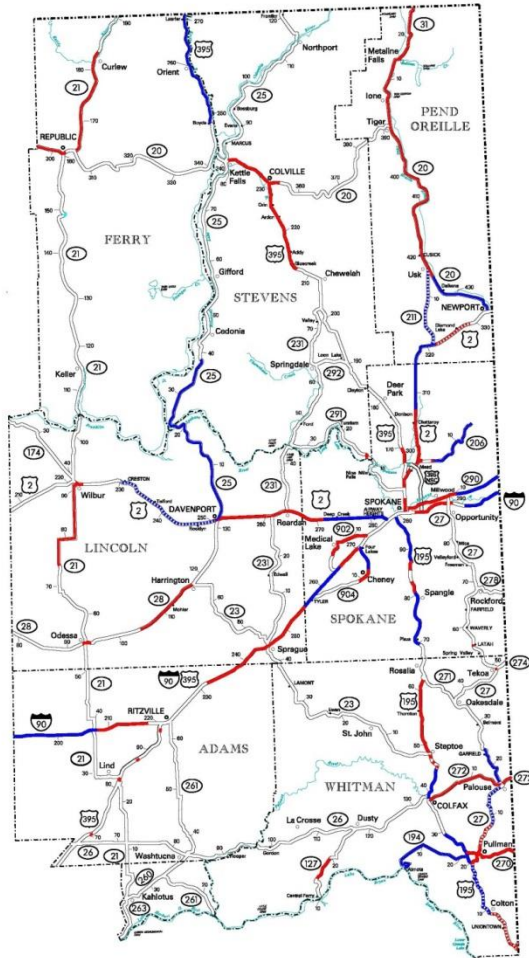
Programmed P1
Projects through
2015 
HMA Conversion to
BST 

P1 Needs Ending
2015 
HMA Conversion to
BST 

HMA & PCCP = 410
Lane Miles

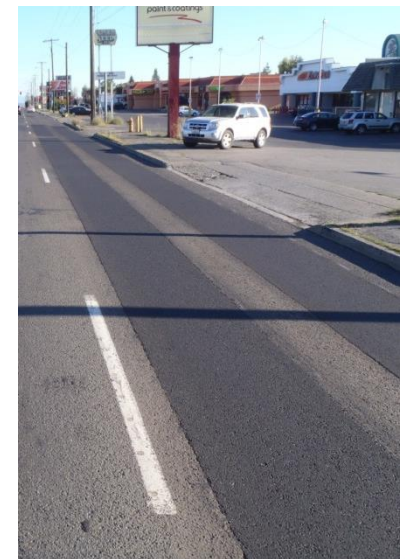
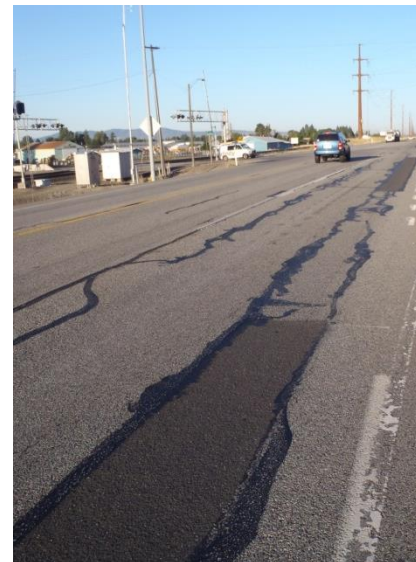
BST = 280 Lane Miles

\$75 Million Backlog



Eastern Region Pavement Preservation Team

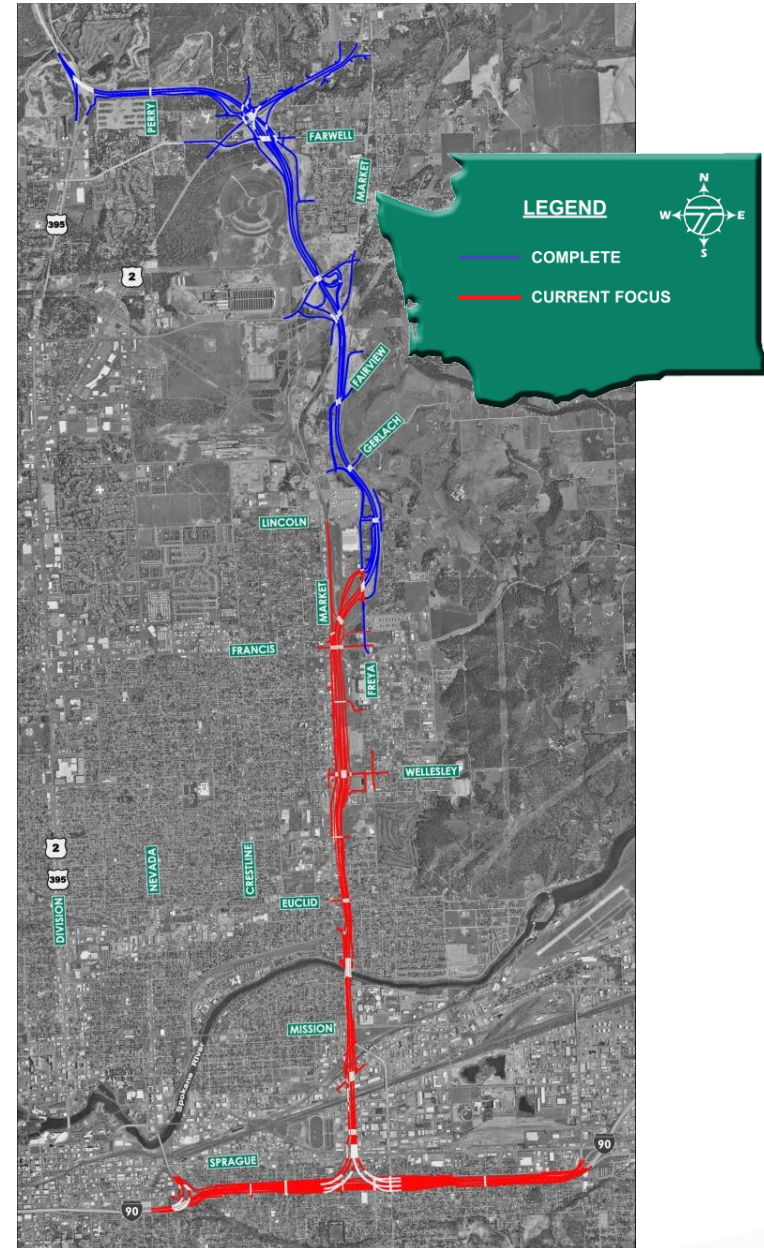
- Extend the life of deteriorating “due” and “past due” pavements.
- Maintenance forces perform targeted repairs on pavements.
- Provides interim cost savings by delaying capital expenditures while providing adequate roadway performance.



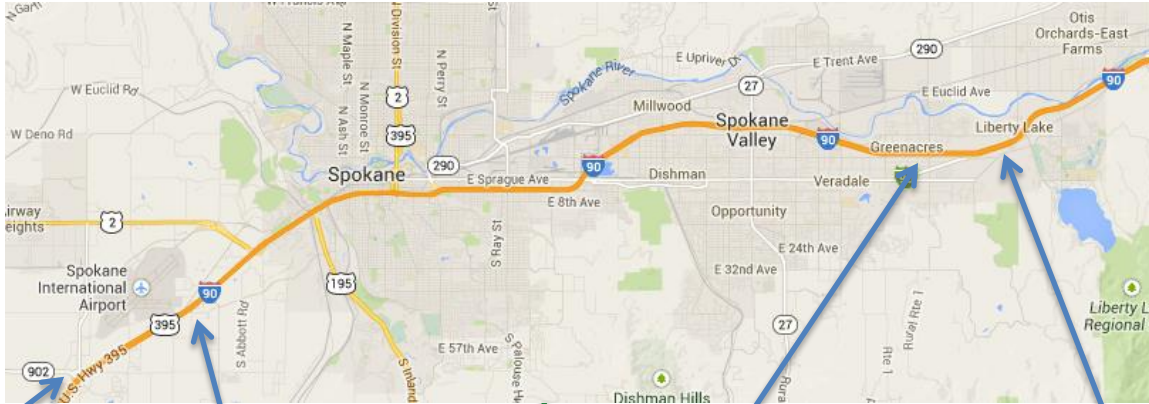
US 395 - North Spokane Corridor

Freya/Francis to Interstate 90

- Additional \$750 million completes driveable freeway facility from Freya/Francis to I-90
 - Open useable segments as work progresses
 - Use of the full 10.5 mile corridor
 - Realize benefits of prior investment
 - Provides I-90 connection
 - Right of Way purchases underway
 - Practical design strategies implemented to reduce cost.
 - Working with City of Spokane and community members on design refinements



Interstate 90



I-90/Medical Lake Interchange

Reconstruct interchange to accommodate existing and projected industrial and commercial growth in Aerospace and other business sectors.



I-90/Geiger Blvd. Interchange

Construct roundabouts to accommodate projected traffic increases due to industrial and commercial growth.



Barker to Harvard

First project would be Barker Road Interchange



Then, widen mainline to 6 lanes, reconfigure Harvard Rd. Interchange vicinity in cooperation with City of Liberty Lake



Panel Discussion

What is the biggest challenge facing the Spokane region's transportation system?



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For more information:

(509) 343-6370

www.srtc.org

SRTC

Spokane Regional Transportation Council