

Plan Review and Certification Process **INSTRUCTION MANUAL**

MAY 28, 2015



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This instruction manual provides guidance to the County, local jurisdictions, and the regional public transportation agency on how to meet Horizon 2040, GMA and RCW regional transportation planning requirements through achieving consistency with SRTC's plan update and amendment certification criteria.

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INTRODUCTION

SRTC serves as the Regional Transportation Planning Organization (RTPO) for Spokane County. RTPO's were authorized as part of the 1990 Washington State Growth Management Act (GMA) to ensure local and regional coordination of transportation plans. As defined in the GMA and the Revised Code of Washington (RCW), primary duties of an RTPO include preparation of a Regional Transportation Plan (RTP), certification that Countywide Planning Policies (CWPP) and the transportation elements of local comprehensive plans are consistent with the RTP, development of Regional Level of Service (LOS) standards, and development and maintenance of a six-year Regional Transportation Improvement Program (TIP).

As mandated by [RCW 47.80.026](#), SRTC is authorized to establish guidelines and principles to guide the development and evaluation of the transportation elements of comprehensive plans. These guidelines are to address the relationship between transportation systems factors that include but are not limited to the following: Concentration of economic activity, residential density, development corridors and urban design that, where appropriate, supports high capacity transit, freight transportation and port access, development patterns that promote pedestrian and non-motorized transportation, the ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, and joint and mixed use developments.

Included within the Appendices of this manual are plan review and certification checklists to be used by Spokane County, local jurisdictions, and Spokane Transit Authority (STA), which serves as the regional public transportation authority, as part of SRTC's plan review and certification process.

PURPOSE

The purpose of this manual is to provide instruction to local jurisdictions, Spokane County, and STA to ensure that the CWPP and the transportation elements of comprehensive plans are consistent with SRTC's RTP Horizon 2040, GMA and RCW planning requirements related to regional transportation planning.

The manual outlines SRTC's updated review and certification process and the corresponding certification criteria. These criteria will be applied during SRTC's review and certification of updates and amendments to comprehensive plans and of amendments to the CWPP.

Comprehensive plan updates refer to a thorough review of a jurisdiction's plan and regulations to bring them in line with any relevant changes in the GMA and to accommodate updated growth targets. The GMA requires periodic comprehensive plan

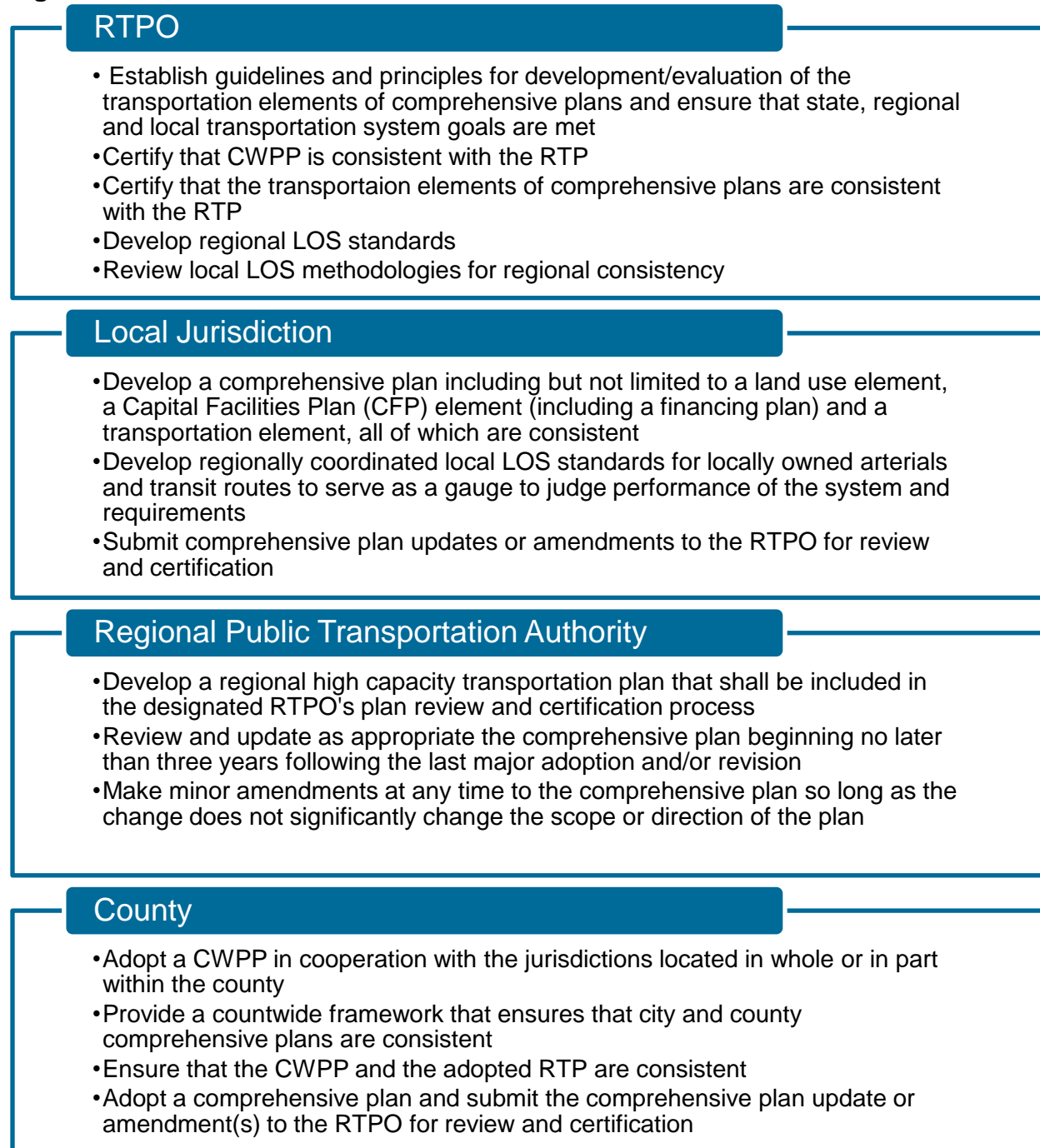
updates every eight years. The State requires for Spokane County jurisdictions that the current update be completed on or before June 30, 2017.

Comprehensive plan amendments refer to the annual review and adoption of proposed land use map, zoning map, or project-or property-specific development regulation changes to the comprehensive plan.

RCW-MANDATED RESPONSIBILITIES¹

The RCW identifies the following responsibilities of RTPOs, local jurisdictions, the regional public transportation authority, and the County as it relates to updates or amendments to and certification of comprehensive plans and the CWPP:

Figure 1: RCW-Mandated Responsibilities



¹ The RCW- (including GMA) mandated requirements for comprehensive plan, regional high capacity transportation plan, and CWPP updates and amendments are included in Appendix A. The Horizon 2040 Seven Guiding Principles and the corresponding policies are included in Appendix B. The CWPP-mandated requirements can be found in Appendix C.

Funding Eligibility Related to Plan Certification

The State of Washington mandates that counties and cities must be in compliance with the GMA, including attaining RTPO certification of comprehensive plans, in order to be eligible for grants through the Washington State Department of Commerce. (<http://www.commerce.wa.gov/Services/localgovernment/GrowthManagement/Growth-Management-Planning-Topics/Pages/GMA-Periodic-Update.aspx>)

An upcoming policy discussion at the SRTC Board meeting in July 2015 will determine whether SRTC will require SRTC Board certification as a requirement to be eligible for Congestion Management and Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Surface Transportation Program (STP) funding through SRTC's Call for Projects process and through the Transportation Improvement Program (TIP) process.

A similar policy is in place at Puget Sound Regional Council (PSRC), which states that only those transportation or economic development projects or programs located in jurisdictions whose policies or plans have been certified are eligible to receive PSRC-allocated funds. This includes projects sponsored by an agency other than the local jurisdiction itself. (2014 Policy Framework for PSRC's Federal Funds, p. 4, <http://www.psrc.org/assets/4951/2014-FullPolicyFramework.pdf>)

Concurrency Requirements

SRTC does not make judgments regarding concurrency requirements as part of its plan review and certification process. Concurrency requirements, as stated in the GMA, are the purview of local jurisdictions and are relevant to local, not regional, LOS standards. As part of the requirement to develop a comprehensive plan, local jurisdictions are required to establish LOS standards for arterials, transit service, and other facilities. ([RCW 36.70A.070\(6\)\(a\)](#))

Local jurisdictions are also required to adopt and enforce ordinances, which prohibit development approval if the development causes the LOS to decline below adopted standards. This is unless transportation improvements or strategies are implemented concurrent with the planned development to accommodate the impacts of development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. "Concurrent with the development" is defined in the GMA to mean that any needed improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. ([RCW 36.70A.070\(6\)\(b\)](#))

CERTIFICATION PROCESS²

Applicability:

CWPP amendments; and all comprehensive plan updates, revised plan elements, annual amendments, and emergency amendments must be submitted to SRTC for review.

For Spokane County and local jurisdiction comprehensive plans, not all changes will require formal certification by SRTC. Formal certification is required **only** if the amendment or update impacts the transportation element. This includes any change to the transportation element itself or a change to the other plan elements that alter the population (number or distribution), employment, financial, land use and zoning, or 20-year capital facilities program assumptions upon which the transportation element is based. Updates and amendments that are determined by SRTC not to impact the transportation element are **not subject to further review and certification by SRTC**. SRTC will notify jurisdictions regarding whether certification is required.

For the CWPP, formal certification will be required if the amended policy impacts a transportation policy within the policy statement.

SRTC will require formal certification for STA's comprehensive plan.

Process:

- The process for CWPP and comprehensive plan review and certification spans a 90-day period to allow sufficient time for the update/amendment sponsors to implement required modifications to their proposed plan changes. Timelines for the review and certification of amendments and updates will be developed on a case-by-case basis by SRTC in coordination with the sponsors.

Submittal Process – CWPP Amendments and Comprehensive Plan Updates

- **Update Submittal** – All CWPP amendments and comprehensive plan updates must be submitted to SRTC no later than 90 days prior to the adoption of the updated or amended plan.
- **Determination of Requirement to Obtain Formal Certification** – For Spokane County and local jurisdiction comprehensive plan updates, SRTC will make a determination whether or not the proposed update impacts the transportation element of the comprehensive plan thus requiring formal certification and the submission of a Plan Review and Certification Checklist. For CWPP

² The plan review certification process applies to Spokane County and all cities and towns within Spokane County. Plans for tribal lands within Spokane County are not certified by SRTC, although tribes are encouraged to coordinate their planning efforts with SRTC.

amendments, SRTC will make a determination whether or not the proposed amendment impacts a transportation policy within the policy statement. Within 7 days of receipt of the draft submittal, SRTC will notify the update/amendment sponsors as to whether formal certification and a checklist will be required.

- Checklist Completion – If formal certification is required, Spokane County and the local jurisdictions must complete a Plan Review and Certification Checklist that will be completed in close coordination with SRTC.
- For STA's comprehensive plan update, formal certification and a Plan Review and Certification Checklist are required.
- Review timeline – SRTC staff will work with update/amendment sponsors to develop a detailed timeline for the official review and certification of the updated or amended plan.
- Checklist Submittal – Update/amendment sponsors must submit a Plan Review and Certification Checklist no later than 60 days prior to the adoption of the update/amendment.
- SRTC Board action – SRTC will present the update or amendment along with a staff report to the SRTC Board for action prior to their planned adoption. This process will also include SRTC committee review for informational purposes. The SRTC Board may act to certify the comprehensive plan update or CWPP amendment, or may not certify and may provide specific actions that will need to be taken in order for the update or amendment to be certified.
- Update/Amendment changes – Any changes made to the comprehensive plan update that affect the transportation element or to the CWPP that affect a transportation policy following submittal of the plan to SRTC during the 60-day pre-adoption period will nullify certification action taken by the SRTC Board on the change. At this point, in order to be eligible for certification, update/amendment sponsors must, based on the scope of the change(s), either coordinate with SRTC to resolve the issue internally, or push back their planned approval date 30 days, and re-submit the altered update or amendment for another round of SRTC Board action.
- If the comprehensive plan update fails the LOS analysis, SRTC will request that the update sponsors provide potential mitigation strategies included within the transportation element of the comprehensive plan (i.e. transportation policies, programs, and projects that could not be analyzed within the model) that would mitigate the transportation impacts identified through the LOS analysis. The

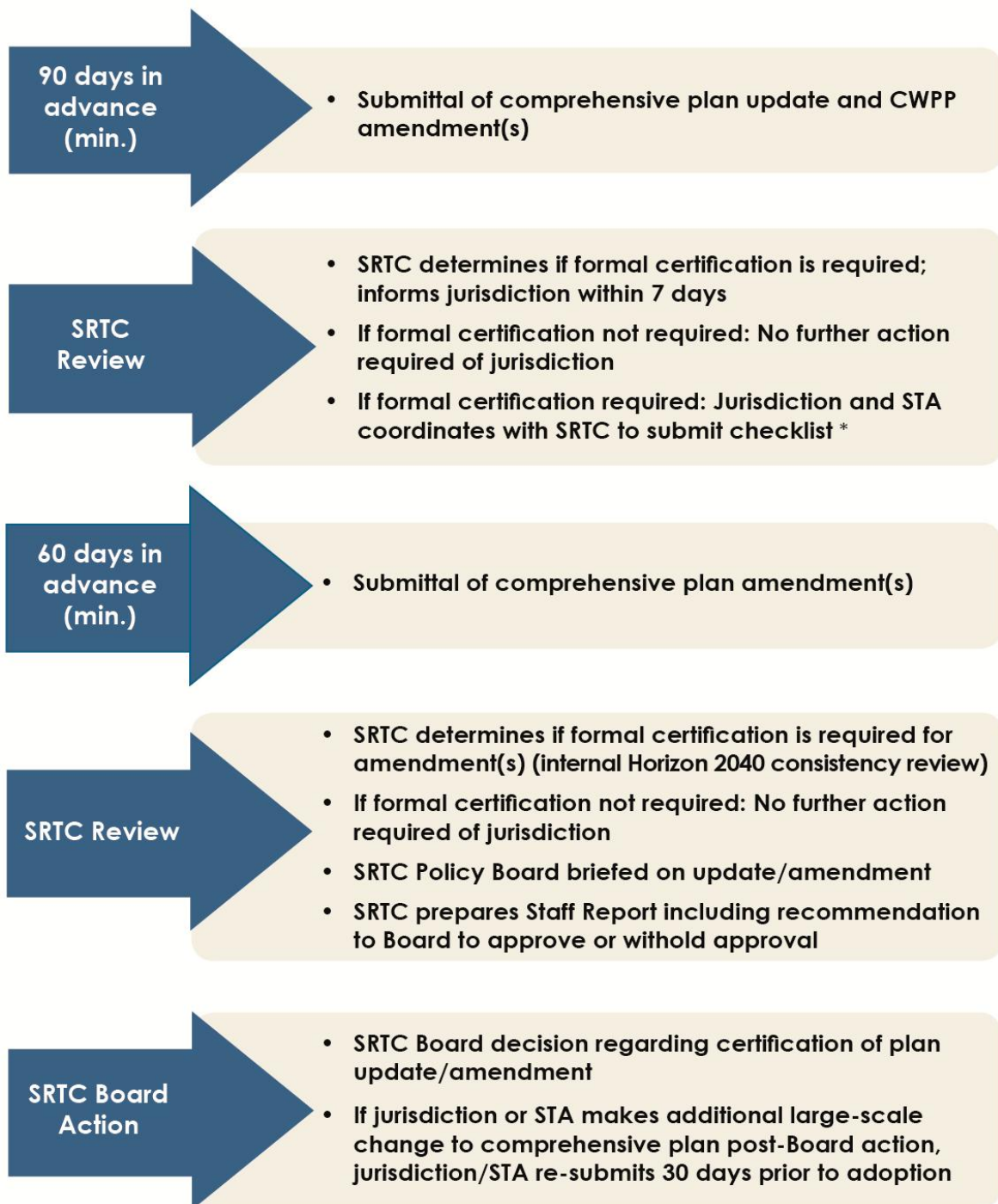
CWPP amendment will not be subject to LOS analysis; it will be reviewed and certified based on consistency with Horizon 2040.

Submittal Process –Comprehensive Plan Amendments

- Amendment Submittal – All comprehensive plan amendments must be submitted to SRTC no later than 60 days prior to the plan’s adoption ([Washington State Department of Commerce’s 60-day Notice of Intent to Adopt](#)).
- All comprehensive plan amendments will be reviewed by SRTC for consistency with Horizon 2040 and will be analyzed for LOS impacts; but **will not require** submission of a checklist regardless of whether they impact the transportation element. Comprehensive plan amendments will be reviewed in aggregate on an annual basis.
- Review timeline – SRTC staff will work with the amendment sponsors to develop a detailed timeline for the Horizon 2040 consistency review and for certification of the amendment(s).
- SRTC Board action – SRTC will present the amendment(s) along with a staff report to the SRTC Board for action prior to their planned adoption. This process will also include SRTC committee review for informational purposes. The SRTC Board may act to certify the comprehensive plan amendment, or may not certify and may provide specific actions that will need to be taken in order for the amendment to be certified.
- Amendment changes – Any changes made to the comprehensive plan amendment(s) that affect the transportation element following submittal of the plan to SRTC during the 60-day pre-adoption period will nullify certification action taken by the SRTC Board on the change. At this point, in order to be eligible for certification, amendment sponsors must, based on the scope of the change(s), either coordinate with SRTC to resolve the issue internally, or push back their planned approval date 30 days, and re-submit the altered amendment(s) for another round of SRTC Board action.
- If the amendment(s) fail the LOS analysis, SRTC will request that the amendment sponsors provide potential mitigation strategies included within the transportation element of the comprehensive plan (i.e. transportation policies, programs, and projects that could not be analyzed within the model) that would mitigate the transportation impacts identified through the LOS analysis.

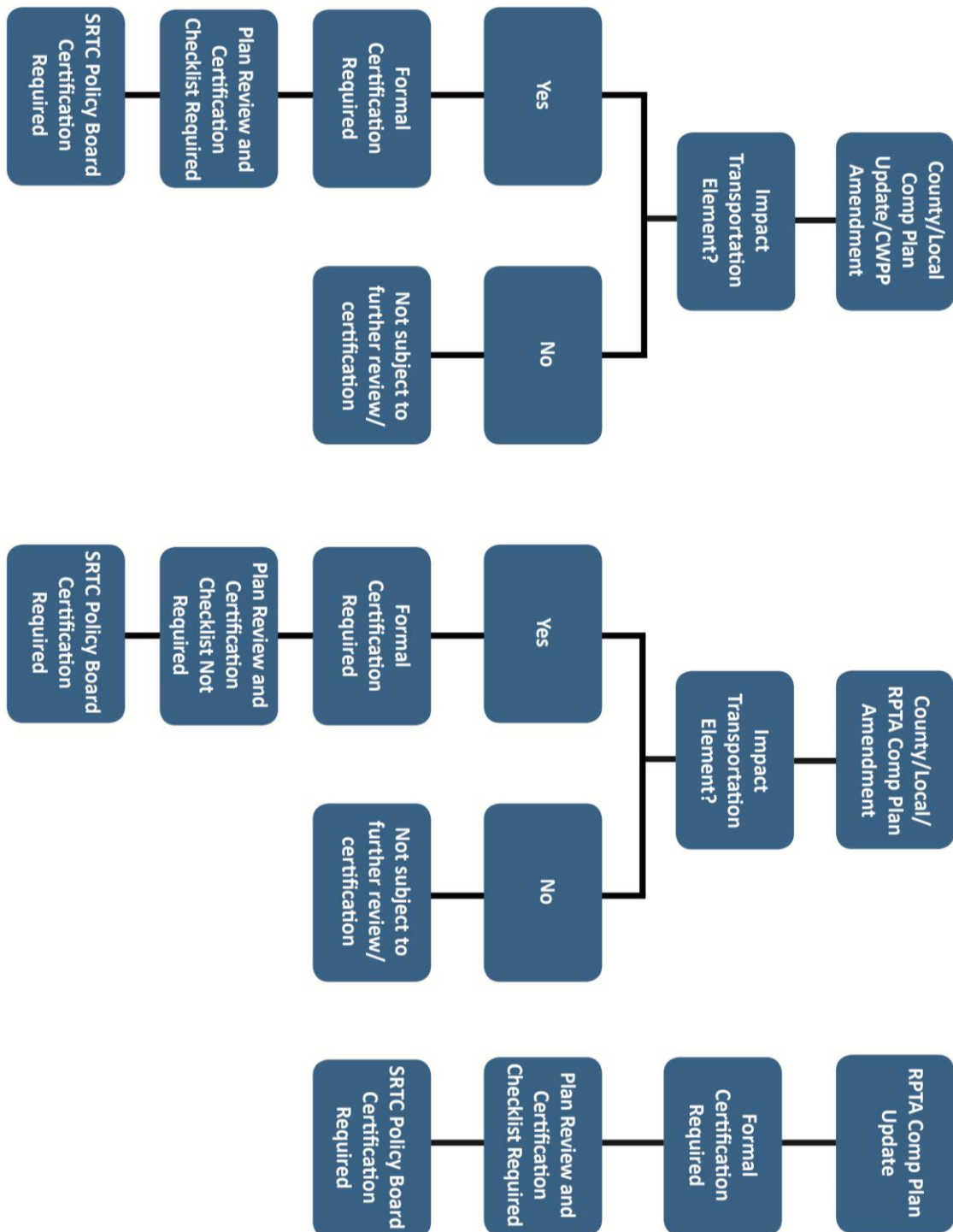
It is strongly recommended that update/amendment sponsors coordinate with SRTC at the beginning of the comprehensive plan or CWPP update or amendment process to allow for sufficient time to resolve consistency concerns that might stand in the way of certification. See Figure 2 for the Plan Submission, Review, and Certification Timeline and Figure 3 for the Plan Submission, Review, and Certification Process.

Figure 2: Plan Submission, Review, and Certification Timeline



* Formal certification is required of STA

Figure 3: Plan Submission, Review, and Certification Process



CERTIFICATION CRITERIA

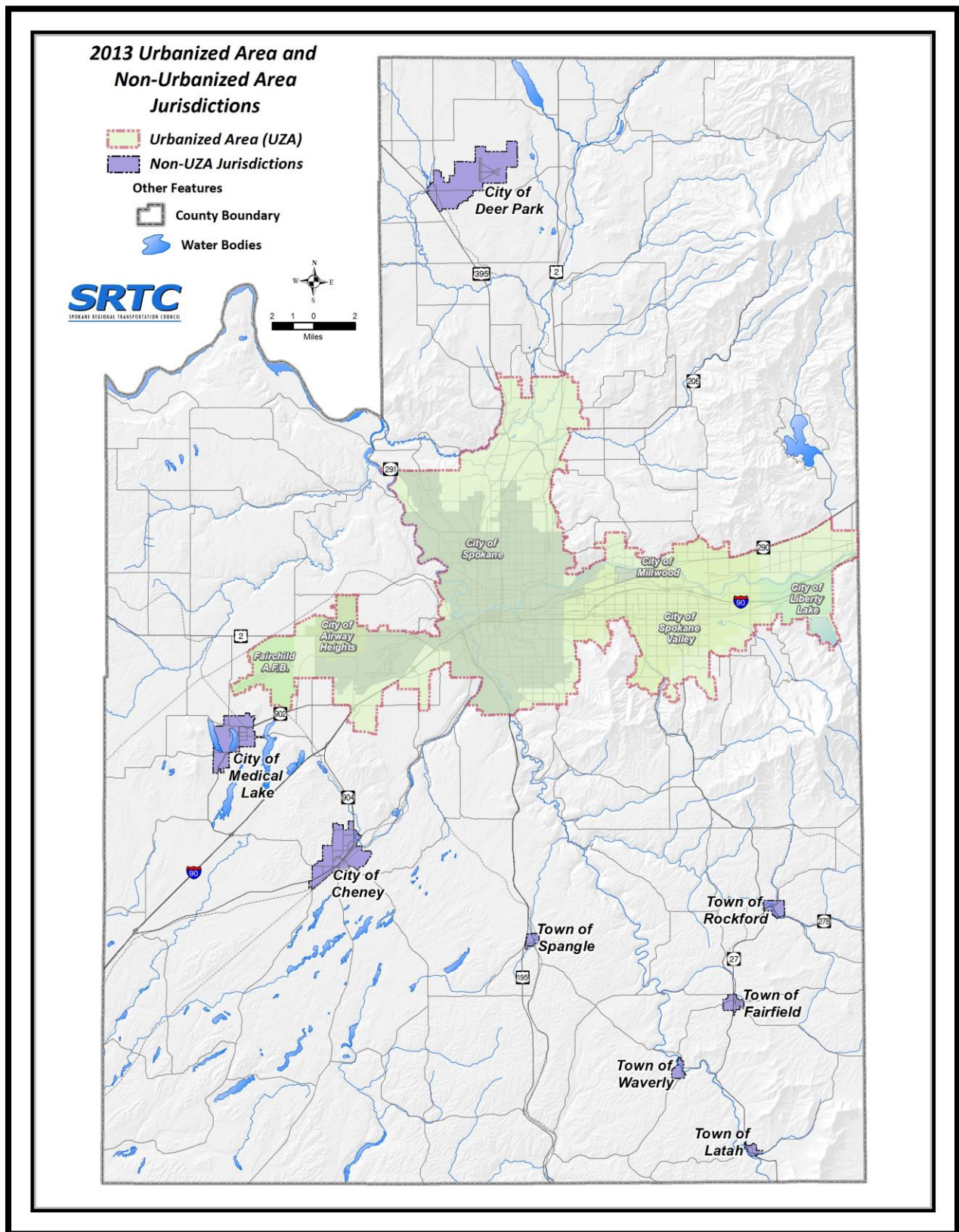
The first set of criteria applies to the comprehensive plan updates of Spokane County comprehensive plans and to those jurisdictions within Spokane County that fall within the FHWA-designated Urbanized Area (UZA). The UZA jurisdictions include: Spokane County, City of Spokane, City of Spokane Valley, City of Airway Heights, City of Liberty Lake, City of Millwood, and Fairchild Air Force Base (see Appendix D for the SRTC Comprehensive Plan Review and Certification Checklist for Updates (Counties and UZA Cities and Towns)).

The second set of criteria applies to the comprehensive plan updates of those jurisdictions that are designated by the FHWA as non-UZA. The jurisdictions that fall into this category include: City of Deer Park, City of Spangle, City of Cheney, Town of Waverly, Town of Fairfield, Town of Rockford, City of Medical Lake, and Town of Latah (see Map 1 for UZA and Non-UZA jurisdictions). The certification requirements for non-UZA jurisdictions differ from those of UZA jurisdictions. Whereas UZA jurisdictions must describe specific actions taken or planned for that make them consistent with the GMA, the CWPP, and Horizon 2040, non-UZA jurisdictions need only demonstrate that they have considered such actions in order to be certified. The reason behind the more stringent requirements on UZA jurisdictions is that they are within the FHWA-designated urbanized area, part of the urban transportation network, and as such require more analysis and coordination ³ (see Appendix E for the SRTC Comprehensive Plan Review and Certification Checklist for Updates (Non-UZA Cities and Towns)).

The third set of criteria applies to the STA comprehensive plan (see Appendix F for the SRTC Comprehensive Plan Review and Certification Checklist for Updates (Regional Public Transportation Authorities), and the fourth set applies to the Spokane County CWPP (see Appendix G for the SRTC Plan Review and Certification Checklist (CWPP)).

³ For more information on Census Urbanized Areas and MPO/TMA Designation, see the following link: http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm#Urbanized_Area_UZA

Map 1: UZA and Non-UZA Jurisdictions



REGIONAL LEVEL OF SERVICE (LOS) PERFORMANCE MEASURE ANALYSIS

As mandated by the RCW, SRTC is authorized to review LOS methodologies used by cities and counties to promote a consistent regional evaluation of transportation facilities and systems. It is also authorized to work with cities, counties, transit agencies, the department of transportation, and others to develop regional LOS standards or alternative transportation performance measures. ([RCW 47.80.023](#) (8) and (9))

SRTC evaluates regional LOS for the following modes: vehicular, transit, and non-motorized (combined bike/walk). The data for analysis is taken from the SRTC regional travel demand model. The performance measures included below refer to the requirements of updates and amendments to comprehensive plans.

LOS Data Requirements

Land Use

Any land use designation changes that may affect future numbers of housing units or employees must be provided to SRTC for modeling analysis.⁴ SRTC's regional travel demand model contains 12 land use types that represent different types of housing units and employees and identify each type's unique travel behavior. Table 2 below illustrates the 12 land use types.

Jurisdictions will be asked to submit data related to the following land use types as appropriate based on the land use changes being proposed.

Table 1: SRTC LOS Model - Land Use Types

Land Use Type	Description	Unit Measurement
1	Single Family Residential	# of units/zone
2	Multi-Family Residential	# of units/zone
3	Hotel/Motel	# of rooms or camp spaces/zone
4	Agriculture, Forestry, Mining, Industrial, Manufacturing, and Wholesale	# of employees/zone
5	Retail Trade (Non-Central Business District)	# of employees/zone
6	Services and Offices	# of employees/zone
7	Finance, Insurance, and Real Estate Services (FIRES)	# of employees/zone

⁴ Please refer to [Appendix B](#) of SRTC's Regional Transportation Plan *Horizon 2040* for additional information on land use categories and development of the travel demand model.

Land Use Type	Description	Unit Measurement
8	Medical	# of employees/zone
9	Retail Trade (CBD)	# of employees/zone
10	Higher Education Commuter Students	# of higher education commuter students/zone
11	Education Employees	# of employees/zone
12	University Employees	# of employees/zone

Transportation

Detailed information for all transportation projects included within the transportation element that are on facilities included in the regional travel demand model network must be provided to SRTC for modeling analysis. The information required includes a schematic or description detailing name, location, distance, alignment, number of lanes, speed limit, facility type (Federal Functional Classification (FFC)), capacity, intersection control, and intersection geometry.

STA must submit the following transportation data to SRTC for modeling analysis:

- Route changes (new routes, removal of existing routes and any other changes to the physical routing of lines)
- Bus stop changes (addition/removal/relocation)
- Service changes (schedule information including time points, frequencies/headways, time span, etc.)
- Other capital facility changes (new or altered existing park & rides, stations, flyer stops, etc.)

SRTC will run a regional LOS analysis for the land use change within the land use element; the transportation projects within the transportation element; and the transit route, service, amenities, and facilities changes. The travel forecast will look at baseline system-wide travel conditions and compare them to system-wide conditions resulting from the comprehensive plan update or amendment. This forecast will analyze conditions using the SRTC 2040 regional travel demand model.

Vehicular LOS

For the purpose of vehicular LOS evaluation, SRTC evaluates the travel time of several regional corridors. The corridors include SRTC's CMP corridors and other facilities that are regionally important.

SRTC also evaluates Highways of Statewide Significance (HSS) for informational purposes. The GMA stipulates that LOS standards for HSS are the purview of WSDOT ([RCW 47.06.140\(2\)](#)). In Spokane County, the HSS are: Interstate 90, US 2, US 395, and US 195. SRTC will work with WSDOT on reviewing performance on the HSS and reporting on that performance for informational purposes.

See Map 2 for the SRTC Regional Mobility Corridors and Appendix M for a list of the corridors.

Table 2 below includes the travel time ratios and the LOS values that are used in the vehicular LOS analysis for corridors that are not HSS:

Table 2: Vehicular Travel Time LOS (non-HSS)

Level of Service	Travel Time Ratio ⁵ (P.M. Peak Travel Time / Free Flow Travel Time)
A	≤ 1.17
B	$> 1.17 - 1.50$
C*	$> 1.50 - 2.00$
D**	$> 2.00 - 2.50$
E	$> 2.50 - 3.33$
F	≥ 3.33

* LOS Value C and above is a passing Rural LOS grade; ** LOS Value D and above is a passing Urban LOS grade

Vehicular LOS is also evaluated using the change in region-wide per capita vehicle miles traveled (VMT). If region-wide per capita VMT remains the same or decreases, this constitutes a passing LOS grade (see Table 3).

Table 3: Per Capita VMT LOS

Level of Service	Change in Regional Per Capita VMT
Pass	Decrease
Pass	No change
Fail/Identify Required Mitigation Strategies in Coordination with SRTC	Increase

⁵ The travel time level of service standards provided above are derived by taking the inverse values from the Highway Capacity Manual's level of service for speed ratio level of service ratios.

The delineation between Rural and Urban is generally the 2013 FHWA Highway Urban Areas (HUA) (for the purposes of this checklist referred to as the Urbanized Area (UZA)) boundary. A corridor outside the HUA is a Rural type.

Transit LOS

The LOS criteria evaluated for transit is the change in system-wide fixed route ridership. If system-wide transit ridership remains the same or increases, this constitutes a passing transit LOS grade (see Table 4).

Table 4: System-wide Transit Ridership LOS

Level of Service	Change in System-wide Transit Ridership
Pass	Increase
Pass	No change
Fail/Identify Required Mitigation Strategies in Coordination with SRTC	Decrease

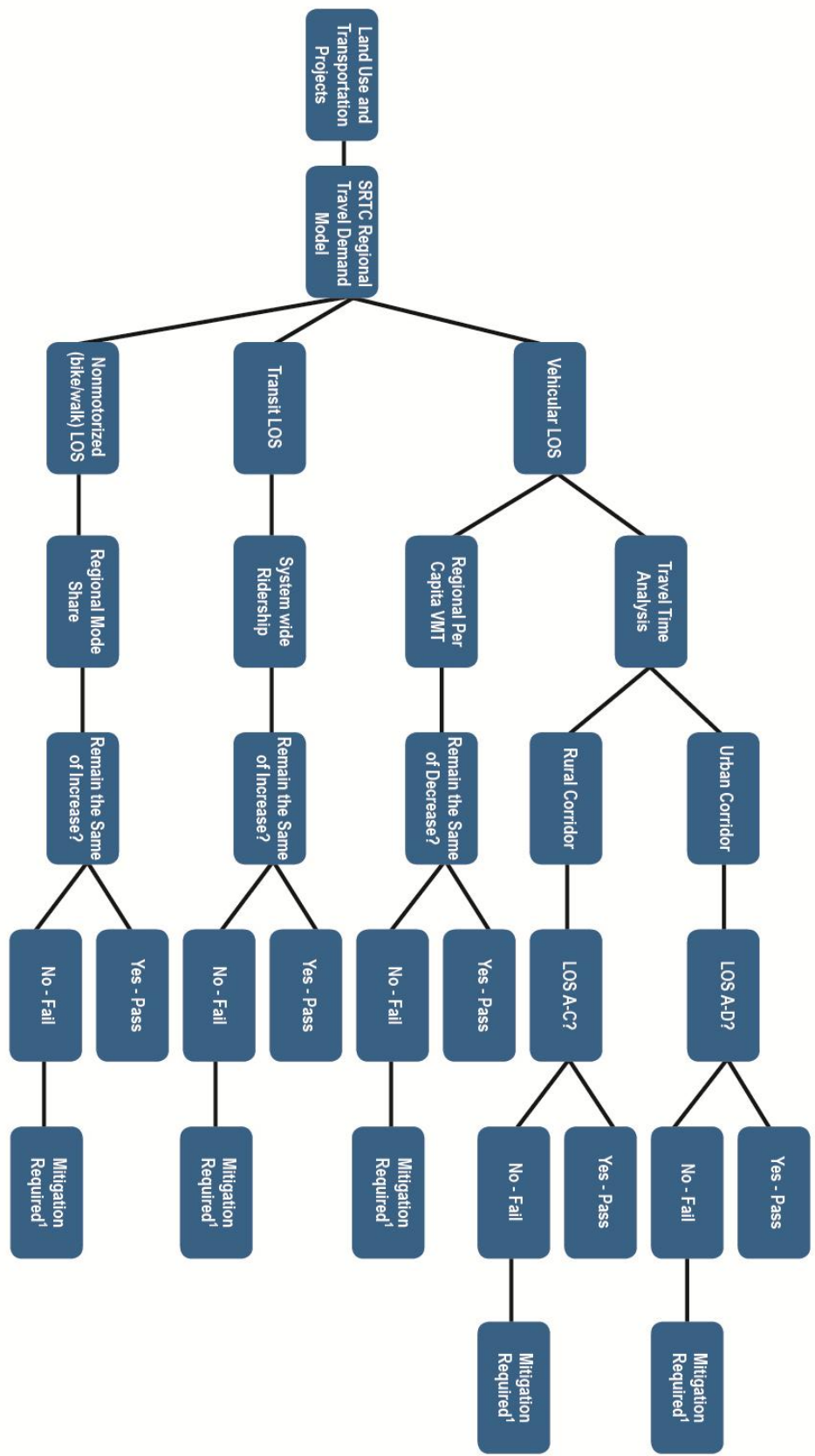
Non-motorized (Bike/Walk) LOS

For the purpose of non-motorized LOS evaluation, the criterion used is the change in bicycle and pedestrian mode share. Biking and walking are a combined mode in the regional travel demand model. If the regional non-motorized mode share remains the same or increases, this constitutes a passing non-motorized LOS grade (see Table 5).

Table 5: Region-wide Non-motorized Mode Share LOS

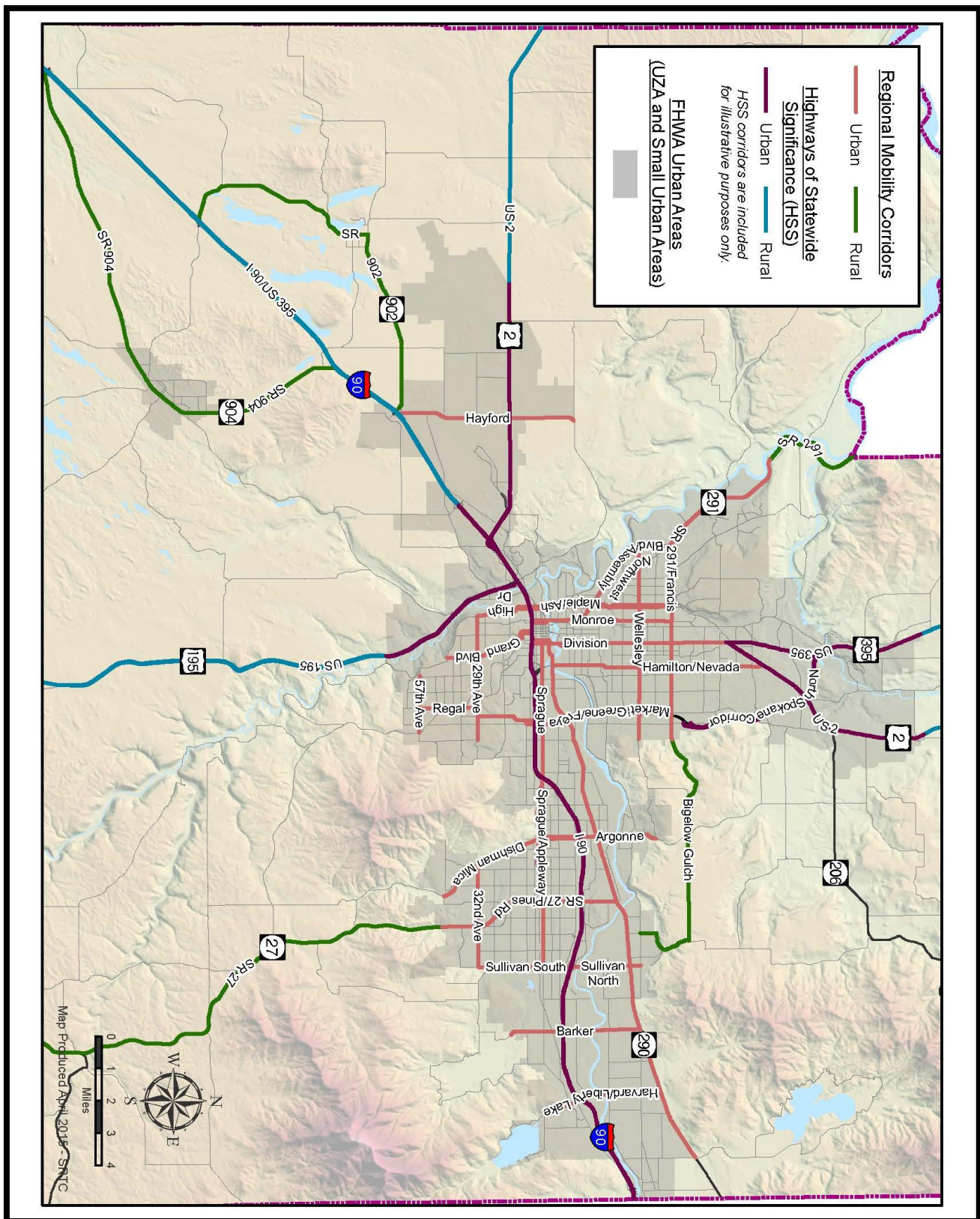
Level of Service	Change in Non-motorized Mode Share
Pass	Increase
Pass	No change
Fail/Identify Required Mitigation Strategies in Coordination with SRTC	Decrease

Figure 4: Regional LOS Process



¹ Identify proposed mitigating strategies in the comprehensive plan, including policies, projects and programs that address potential deficiencies in the regional transportation system.

Map 2: SRTC Regional Mobility Corridors



APPENDICES

Appendix A: GMA and RCW Requirements (excerpts)

Appendix B: Horizon 2040 Seven Guiding Principles

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(Regional Public Transportation Authority)

Appendix G: SRTC Plan Review and Certification Checklist (CWPP)

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Appendix M: Regional Mobility Corridors

Appendix A
GMA and RCW Requirements (excerpts)

RCW 36.70A.070 (GMA)

Comprehensive plans — Mandatory elements.

The comprehensive plan of a county or city that is required or chooses to plan under RCW 36.70A.040 shall consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map. A comprehensive plan shall be adopted and amended with public participation as provided in RCW 36.70A.140.

Each comprehensive plan shall include a plan, scheme, or design for each of the following:

(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

(2) A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.

(3) A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities

shall be included in the capital facilities plan element.

(4) A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

(5) Rural element. Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The following provisions shall apply to the rural element:

(a) Growth management act goals and local circumstances. Because circumstances vary from county to county, in establishing patterns of rural densities and uses, a county may consider local circumstances, but shall develop a written record explaining how the rural element harmonizes the planning goals in RCW 36.70A.020 and meets the requirements of this chapter.

(b) Rural development. The rural element shall permit rural development, forestry, and agriculture in rural areas. The rural element shall provide for a variety of rural densities, uses, essential public facilities, and rural governmental services needed to serve the permitted densities and uses. To achieve a variety of rural densities and uses, counties may provide for clustering, density transfer, design guidelines, conservation easements, and other innovative techniques that will accommodate appropriate rural densities and uses that are not characterized by urban growth and that are consistent with rural character.

(c) Measures governing rural development. The rural element shall include measures that apply to rural development and protect the rural character of the area, as established by the county, by:

(i) Containing or otherwise controlling rural development;

(ii) Assuring visual compatibility of rural development with the surrounding rural area;

(iii) Reducing the inappropriate conversion of undeveloped land into sprawling, low-density development in the rural area;

(iv) Protecting critical areas, as provided in RCW 36.70A.060, and surface water and groundwater resources; and

(v) Protecting against conflicts with the use of agricultural, forest, and mineral resource lands designated under RCW 36.70A.170.

(d) Limited areas of more intensive rural development. Subject to the requirements of this subsection and except as otherwise specifically provided in this subsection (5)(d), the rural element may allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows:

(i) Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline

development, villages, hamlets, rural activity centers, or crossroads developments.

(A) A commercial, industrial, residential, shoreline, or mixed-use area shall be subject to the requirements of (d)(iv) of this subsection, but shall not be subject to the requirements of (c)(ii) and (iii) of this subsection.

(B) Any development or redevelopment other than an industrial area or an industrial use within a mixed-use area or an industrial area under this subsection (5)(d)(i) must be principally designed to serve the existing and projected rural population.

(C) Any development or redevelopment in terms of building size, scale, use, or intensity shall be consistent with the character of the existing areas. Development and redevelopment may include changes in use from vacant land or a previously existing use so long as the new use conforms to the requirements of this subsection (5);

(ii) The intensification of development on lots containing, or new development of, small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, that rely on a rural location and setting, but that do not include new residential development. A small-scale recreation or tourist use is not required to be principally designed to serve the existing and projected rural population. Public services and public facilities shall be limited to those necessary to serve the recreation or tourist use and shall be provided in a manner that does not permit low-density sprawl;

(iii) The intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents. Rural counties may allow the expansion of small-scale businesses as long as those small-scale businesses conform with the rural character of the area as defined by the local government according to RCW 36.70A.030(15). Rural counties may also allow new small-scale businesses to utilize a site previously occupied by an existing business as long as the new small-scale business conforms to the rural character of the area as defined by the local government according to RCW 36.70A.030(15). Public services and public facilities shall be limited to those necessary to serve the isolated nonresidential use and shall be provided in a manner that does not permit low-density sprawl;

(iv) A county shall adopt measures to minimize and contain the existing areas or uses of more intensive rural development, as appropriate, authorized under this subsection. Lands included in such existing areas or uses shall not extend beyond the logical outer boundary of the existing area or use, thereby allowing a new pattern of low-density sprawl. Existing areas are those that are clearly identifiable and contained and where there is a logical boundary delineated predominately by the built environment, but that may also include undeveloped lands if limited as provided in this subsection. The county shall establish the logical outer boundary of an area of more intensive rural development. In establishing the logical outer boundary, the county shall address (A) the need to preserve the character of existing natural neighborhoods and communities, (B) physical boundaries, such as bodies of water, streets and highways, and land forms and contours, (C) the prevention of abnormally irregular boundaries, and (D) the ability to provide public facilities and public

services in a manner that does not permit low-density sprawl;

(v) For purposes of (d) of this subsection, an existing area or existing use is one that was in existence:

(A) On July 1, 1990, in a county that was initially required to plan under all of the provisions of this chapter;

(B) On the date the county adopted a resolution under RCW 36.70A.040(2), in a county that is planning under all of the provisions of this chapter under RCW 36.70A.040(2); or

(C) On the date the office of financial management certifies the county's population as provided in RCW 36.70A.040(5), in a county that is planning under all of the provisions of this chapter pursuant to RCW 36.70A.040(5).

(e) Exception. This subsection shall not be interpreted to permit in the rural area a major industrial development or a master planned resort unless otherwise specifically permitted under RCW 36.70A.360 and 36.70A.365.

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following subelements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year

investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride

sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

(7) An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of this subsection.

(8) A park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

(9) It is the intent that new or amended elements required after January 1, 2002, be adopted concurrent with the scheduled update provided in RCW 36.70A.130. Requirements to incorporate any such new or amended elements shall be null and void until funds sufficient to cover applicable local government costs are appropriated and distributed by the state at least two years before local government must update comprehensive plans as required in RCW 36.70A.130.

RCW 47.80.023

Regional Transportation Planning Organizations Duties.

Each regional transportation planning organization shall have the following duties:

(1) Prepare and periodically update a transportation strategy for the region. The strategy shall address alternative transportation modes and transportation demand management measures in regional corridors and shall recommend preferred transportation policies to implement adopted growth strategies. The strategy shall serve as a guide in preparation of the regional transportation plan.

(2) Prepare a regional transportation plan as set forth in RCW 47.80.030 that is consistent with countywide planning policies if such have been adopted pursuant to chapter 36.70A RCW, with county, city, and town comprehensive plans, and state transportation plans.

(3) Certify by December 31, 1996, that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed pursuant to RCW 47.80.026, are consistent with the adopted regional transportation plan, and, where appropriate, conform with the requirements of RCW 36.70A.070.

(4) Where appropriate, certify that countywide planning policies adopted under RCW 36.70A.210 and the adopted regional transportation plan are consistent.

(5) Develop, in cooperation with the department of transportation, operators of public transportation services and local governments within the region, a six-year regional transportation improvement program which proposes regionally significant transportation projects and programs and transportation demand management measures. The regional transportation improvement program shall be based on the programs, projects, and transportation demand management measures of regional significance as identified by transit agencies, cities, and counties pursuant to RCW 35.58.2795, 35.77.010, and 36.81.121, respectively, and any recommended programs or projects identified by the agency council on coordinated transportation, as provided in *chapter 47.06B RCW, that advance special needs coordinated transportation as defined in *RCW 47.06B.012. The program shall include a priority list of projects and programs, project segments and programs, transportation demand management measures, and a specific financial plan that demonstrates how the transportation improvement program can be funded. The program shall be updated at least every two years for the ensuing six-year period.

(6) Include specific opportunities and projects to advance special needs coordinated transportation, as defined in *RCW 47.06B.012, in the coordinated transit-human services transportation plan, after providing opportunity for public comment.

(7) Designate a lead planning agency to coordinate preparation of the regional transportation plan and carry out the other responsibilities of the organization. The lead planning agency may be a regional organization, a component county, city, or town agency, or the appropriate Washington state department of transportation district office.

(8) Review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.

(9) Work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures.

(10) Submit to the agency council on coordinated transportation, as provided in *chapter [47.06B](#) RCW, beginning on July 1, 2007, and every four years thereafter, an updated plan that includes the elements identified by the council. Each regional transportation planning organization must submit to the council every two years a prioritized regional human service and transportation project list.

RCW 47.80.026

Comprehensive plans, transportation guidelines, and principles.

Each regional transportation planning organization, with cooperation from component cities, towns, and counties, shall establish guidelines and principles by July 1, 1995, that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that state, regional, and local goals for the development of transportation systems are met. These guidelines and principles shall address at a minimum the relationship between transportation systems and the following factors: Concentration of economic activity, residential density, development corridors and urban design that, where appropriate, supports high capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, access to regional systems, effective and efficient highway systems, the ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, joint and mixed use developments, present and future railroad right-of-way corridor utilization, and intermodal connections.

Examples shall be published by the organization to assist local governments in interpreting and explaining the requirements of this section.

RCW 47.80.030

Regional transportation plan — Contents, review, use.

Each regional transportation planning organization shall develop in cooperation with the department of transportation, providers of public transportation and high capacity transportation, ports, and local governments within the region, adopt, and periodically update a regional transportation plan that:

(c) Establishes level of service standards for state highways and state ferry routes, with the exception of transportation facilities of statewide significance as defined in RCW [47.06.140](#). These regionally established level of service standards for state highways and state ferries shall be developed jointly with the department of transportation, to encourage consistency across jurisdictions. In establishing level of service standards for state highways and state ferries, consideration shall be given for the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local commuters using state facilities;

RCW 81.104.080**Regional transportation planning.**

(1) Regional high capacity transportation plans shall be included in the designated regional transportation planning organization's regional transportation plan review and update process to facilitate development of a coordinated multimodal transportation system and to meet federal funding requirements.

RCW 35.58.2795**Public transportation systems — Six-year transit plans.**

By September 1st of each year, the legislative authority of each municipality, as defined in RCW 35.58.272, and each regional transit authority shall prepare a six-year transit development plan for that calendar year and the ensuing five years. The program shall be consistent with the comprehensive plans adopted by counties, cities, and towns, pursuant to chapter 35.63, 35A.63, or 36.70 RCW, the inherent authority of a first-class city or charter county derived from its charter, or chapter 36.70A RCW. The program shall contain information as to how the municipality intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how the municipality intends to fund program needs. The six-year plan for each municipality and regional transit authority shall specifically set forth those projects of regional significance for inclusion in the transportation improvement program within that region. Each municipality and regional transit authority shall file the six-year program with the state department of transportation, the transportation improvement board, and cities, counties, and regional planning councils within which the municipality is located.

In developing its program, the municipality and the regional transit authority shall consider those policy recommendations affecting public transportation contained in the state transportation policy plan approved by the state transportation commission and, where appropriate, adopted by the legislature. The municipality shall conduct one or more public hearings while developing its program and for each annual update.

RCW 36.70A.210 (GMA)**Countywide planning policies.**

(1) The legislature recognizes that counties are regional governments within their boundaries, and cities are primary providers of urban governmental services within urban growth areas. For the purposes of this section, a "countywide planning policy" is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. Nothing in this section shall be construed to alter the land-use powers of cities.

(2) The legislative authority of a county that plans under RCW 36.70A.040 shall adopt a countywide planning policy in cooperation with the cities located in whole or in

part within the county as follows:

(a) No later than sixty calendar days from July 16, 1991, the legislative authority of each county that as of June 1, 1991, was required or chose to plan under RCW 36.70A.040 shall convene a meeting with representatives of each city located within the county for the purpose of establishing a collaborative process that will provide a framework for the adoption of a countywide planning policy. In other counties that are required or choose to plan under RCW 36.70A.040, this meeting shall be convened no later than sixty days after the date the county adopts its resolution of intention or was certified by the office of financial management.

(b) The process and framework for adoption of a countywide planning policy specified in (a) of this subsection shall determine the manner in which the county and the cities agree to all procedures and provisions including but not limited to desired planning policies, deadlines, ratification of final agreements and demonstration thereof, and financing, if any, of all activities associated therewith.

(c) If a county fails for any reason to convene a meeting with representatives of cities as required in (a) of this subsection, the governor may immediately impose any appropriate sanction or sanctions on the county from those specified under RCW 36.70A.340.

(d) If there is no agreement by October 1, 1991, in a county that was required or chose to plan under RCW 36.70A.040 as of June 1, 1991, or if there is no agreement within one hundred twenty days of the date the county adopted its resolution of intention or was certified by the office of financial management in any other county that is required or chooses to plan under RCW 36.70A.040, the governor shall first inquire of the jurisdictions as to the reason or reasons for failure to reach an agreement. If the governor deems it appropriate, the governor may immediately request the assistance of the *department of community, trade, and economic development to mediate any disputes that preclude agreement. If mediation is unsuccessful in resolving all disputes that will lead to agreement, the governor may impose appropriate sanctions from those specified under RCW 36.70A.340 on the county, city, or cities for failure to reach an agreement as provided in this section. The governor shall specify the reason or reasons for the imposition of any sanction.

(e) No later than July 1, 1992, the legislative authority of each county that was required or chose to plan under RCW 36.70A.040 as of June 1, 1991, or no later than fourteen months after the date the county adopted its resolution of intention or was certified by the office of financial management the county legislative authority of any other county that is required or chooses to plan under RCW 36.70A.040, shall adopt a countywide planning policy according to the process provided under this section and that is consistent with the agreement pursuant to (b) of this subsection, and after holding a public hearing or hearings on the proposed countywide planning policy.

(3) A countywide planning policy shall at a minimum, address the following:

(a) Policies to implement RCW 36.70A.110;

(b) Policies for promotion of contiguous and orderly development and provision of urban services to such development;

(c) Policies for siting public capital facilities of a countywide or statewide nature, including transportation facilities of statewide significance as defined in RCW 47.06.140;

(d) Policies for countywide transportation facilities and strategies;

(e) Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;

(f) Policies for joint county and city planning within urban growth areas;

(g) Policies for countywide economic development and employment, which must include consideration of the future development of commercial and industrial facilities; and

(h) An analysis of the fiscal impact.

(4) Federal agencies and Indian tribes may participate in and cooperate with the countywide planning policy adoption process. Adopted countywide planning policies shall be adhered to by state agencies.

(5) Failure to adopt a countywide planning policy that meets the requirements of this section may result in the imposition of a sanction or sanctions on a county or city within the county, as specified in RCW 36.70A.340. In imposing a sanction or sanctions, the governor shall specify the reasons for failure to adopt a countywide planning policy in order that any imposed sanction or sanctions are fairly and equitably related to the failure to adopt a countywide planning policy.

(6) Cities and the governor may appeal an adopted countywide planning policy to the growth management hearings board within sixty days of the adoption of the countywide planning policy.

(7) Multicounty planning policies shall be adopted by two or more counties, each with a population of four hundred fifty thousand or more, with contiguous urban areas and may be adopted by other counties, according to the process established under this section or other processes agreed to among the counties and cities within the affected counties throughout the multicounty region.

Appendix B

Horizon 2040 Seven Guiding Principles

VISION / GOALS / OBJECTIVES

SRTC's underlying values. What we will do and how we will do it.

REGIONAL VISION FOR 2040

A critical step in any long-range planning process is to establish a regional vision of Spokane and its future. SRTC's Unified Regional Transportation Vision and Implementation Strategy (Vision Project), completed in 2011, serves as the first step in realizing Spokane's desired vision. The Vision Project was a study to determine the long term transportation vision and goals for the area for the next 30 to 50 years.

The vision statement resulting from the Vision project reflects the needs and desires of the region:

Future transportation investments will help the Spokane Region maintain its appeal as a livable community with a thriving business and cultural atmosphere nestled within the beautiful scenery of eastern Washington. A well-maintained regional transportation system will provide a high level of service across both urban and rural areas with a variety of sustainable transportation choices and connectivity that advance accessibility and reliability for all users.

The region's prosperity will also be the result of direct and indirect investments in our transportation systems to move freight and facilitate commerce that will ensure retention and attraction of new employers and family wage jobs, as well as increase our ability to attract quality employees. Implementing sustainable, efficient, effective, and reliable solutions to existing and future transportation challenges in the Spokane Region will be key to making the Inland Northwest a fantastic place to visit, live, work, play, and raise a family.

POLICY FRAMEWORK

As mentioned earlier, the federal planning factors clearly illustrate the need for long range transportation plans to recognize and address the interrelationship of transportation, land use and economic development planning. Horizon 2040 addresses each of the planning factors and the state's transportation policy goals in the following Policy Framework.

The Guiding Principles were crafted and accepted by the Board and represent the first step in creating a policy framework for Horizon 2040. From there, policy language was developed based on the Guiding Principles. The policies are specific statements to guide decision-making in order to reach the envisioned future. Additional work included developing strategies and performance measures in relationship to the policies in order to complete the framework.

Horizon 2040 provides an opportunity to test and analyze regional transportation policies. The Guiding Principles and Policies are the foundation for the Horizon 2040 evaluation framework. The performance measures in the framework allow for a thorough evaluation of our progress as a region in meeting the established policies.

The following pages provide detail about each of the Guiding Principles and Policies.



GUIDING PRINCIPLE 1: ECONOMIC VITALITY

Investments and improvements in the regional transportation system will promote economic vitality by focusing on moving people, freight and goods to enhance the global competitiveness of the regional economy. Major transportation facilities, and the mobility they provide to, between and within major economic activity centers, will stimulate commerce. Horizon 2040 should prioritize and coordinate regional transportation investments aimed toward the development of a multimodal system that provides transportation opportunities that enhance accessibility and connections among city centers, regional service centers and attractions, towns, and areas of regional employment.

POLICIES - To promote economic vitality and prioritize transportation investments, Horizon 2040 will:

- 1a. Prioritize transportation investments by mode that enhance accessibility and connections between city centers, regional centers, attractions, towns and areas of regional employment.
- 1b. Create an environment that supports new and expanding business opportunities.
- 1c. Make transportation investments that support both maintaining existing jobs and creating new jobs.
- 1d. Improve transportation quality and efficiency in areas of existing development.
- 1e. Support the efficiency of freight movement.

GUIDING PRINCIPLE 2: COOPERATION AND LEADERSHIP

Horizon 2040 will provide the forum to develop regional transportation priorities, to identify transportation funding needs and to develop strategies to acquire funding in accordance with federal and state planning requirements. Horizon 2040 will help coordinate efforts to communicate with business and community groups and give the public sufficient time to review and comment at key milestones in the transportation planning process. These efforts will bring together all community stakeholders and transportation planning partners in order to present a unified voice in support of the region's transportation needs.

POLICIES - To provide a regional forum for transportation planning and funding, Horizon 2040 will:

- 2a. Provide leadership by facilitating coordinated, cooperative and comprehensive transportation planning.
- 2b. Incorporate public processes in significant planning efforts.
- 2c. Participate in the development and maintenance of transportation related information necessary to support the functions and responsibilities of the agency.
- 2d. Promote regional transportation interests, plans and projects to local, state and federal public, and private entities.
- 2e. Coordinate transportation relevant data for shared use among regional stakeholders.
- 2f. Identify feasible funding sources and mechanisms beyond those typically identified in state and federal requirements.
- 2g. Strengthen avenues of involvement for low-income, minority, and/or transportation disadvantaged populations in the decision-making process.

GUIDING PRINCIPLE 3: STEWARDSHIP

Transportation decisions should maximize a positive impact on the human environment while minimizing negative impacts to the natural environment. Investments will follow federal, state and local transportation, environmental and land use plans and policies and federal and state goals as adopted by statute, ordinance, resolution or executive order. Horizon 2040 will use performance measures to ensure coordinated regional policies make progress towards established objectives.

POLICIES - To protect the environment and minimize impacts from transportation, Horizon 2040 will:

- 3a. Ensure transportation decisions minimize impacts to natural resources and conserve non-renewable resources.
- 3b. Make investments that maximize transportation benefits and support federal, state and local goals.
- 3c. Develop a plan that provides for the responsible use of public and private funds.
- 3d. Encourage shared-use of infrastructure for stakeholders and all transportation users.
- 3e. Use performance measures to evaluate how policies and investments support key transportation objectives.
- 3f. Demonstrate financial constraint.

GUIDING PRINCIPLE 4: SYSTEM OPERATIONS, MAINTENANCE AND PRESERVATION

Horizon 2040 will strive to provide adequate funding for projects that address documented transportation needs, reduce lifecycle operation and maintenance costs, conserve energy, and preserve and prolong the life of existing infrastructure. SRTC and project proponents will use performance-based plans that provide for efficient system management. Horizon 2040 should demonstrate that projected revenues will sustain current facilities and services, and ensure sufficient population demand is anticipated such that new facilities are a prudent application of fiscal resources.

POLICIES - Maximizing the operations and physical condition of the transportation network will require strategic investments. To accomplish this Horizon 2040 will put a priority on programs and projects that:

- 4a. Develop cost-effective strategies; pursue alternative funding sources and mechanisms.
- 4b. During winter weather conditions, ensure snow removal and snow storage is regularly maintained for roadways and sidewalks to keep the transportation system operational.
- 4c. Maintain a Congestion Management Process to reduce and monitor congestion and improve operations through ITS technologies, transportation demand management, and transportation system management, rather than through physical expansion of facilities.

GUIDING PRINCIPLE 5: SAFETY AND SECURITY

The regional transportation system will be designed, constructed, operated and maintained to enable the healthy, safe, and secure movement of people and goods. The system will enhance safe and secure choices, access and usage among all modes of transportation through best-practice design, operational improvements, education and outreach, and technological strategies. Increased emphasis should be placed on maintenance activities and education of all users as means of making the system safer.

POLICIES - To provide for maximum transportation safety and support security in the region, Horizon 2040 will put a priority on programs, services and projects that:

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|-----|---|
| 5a. | Support improvements to roadway safety deficiencies in order to reduce crashes within all modes of transportation. |
| 5b. | Protect critical infrastructure from natural and human threats. |
| 5c. | Promote safety through supporting education, outreach and enforcement of rules of the road for all modes that use the roadways. |
| 5d. | Support transportation infrastructure and operational strategies for emergency response. |
| 5e. | Support proper maintenance of the transportation system. |

GUIDING PRINCIPLE 6: CHOICE AND MOBILITY

All residents will have reasonable access to transportation choices. Decision-making will work toward creating viable transportation choices through increased availability and improved service. Strengthening existing connections and creating new connections will improve mobility for all users. This includes connections within street networks, to port, rail and airport facilities; and within transit, pedestrian, and bicycle modes. Shared use of infrastructure will increase transportation choices and maximize returns for investments by increasing multi-modal connectivity.

POLICIES - To improve choice and mobility, Horizon 2040 will put a priority on Programs, Services and Projects that:

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|-----|--|
| 6a. | Strengthen connections by filling gaps within and between modes. |
| 6b. | Improve access to transit for all persons. |
| 6c. | Promote high performance transit service where regional activity centers with transit supportive development exist. |
| 6d. | Expand the pedestrian and bicycle networks while focusing on moving people between centers and linking with transit. |
| 6e. | Incorporate safe and complete street policies into transportation planning and design. |
| 6f. | Support transportation demand management strategies. |

GUIDING PRINCIPLE 7: QUALITY OF LIFE

Quality of life issues will be considered in transportation decision-making. Urban, suburban and rural neighborhoods will strive to offer safe and convenient forms of healthy, active transportation options for people of all abilities. Population concentrations will have connections to destinations by means of multiple modes to reduce transportation costs and tailpipe emissions. Context sensitive design will strive to support social, cultural and commercial activity and protect unique or indigenous cultural and landscape features.

POLICIES - To make quality of life a hallmark of our community and to foster neighborhoods and protect cultural resources through context sensitive design, Horizon 2040 will put a priority on programs, services and projects that:

- 7a. Support transportation projects that protect culture, values unique characteristics of communities and contributes to a sense of place.
- 7b. Promote context-sensitive design.
- 7c. Support health-promoting transportation options for people of all abilities like walking, biking and transit that provide options to reduce single occupant-vehicle use and overall vehicle miles traveled.

STRATEGIES

While the preceding principles and policies are guiding rules intended to influence decisions and actions, strategies are required in order to deliver change by implementing those policies.

With the requirement under MAP-21 to establish performance targets, each strategy in Horizon 2040 has one or more performance measures. As previously mentioned, USDOT is required to establish national performance measures. MPOs are then required to establish targets for each measure. MPOs are required to establish targets in coordination with the relevant state(s) and with providers of public transportation. Please see the Strategies and Monitoring sections of Chapter 4, *How Will We Get There*, for more detail.

In order to develop strategies and reach the goals we set for the future, it is important to have an understanding of where we stand today. Chapter 2 of this document, *Where We're At*, looks at existing conditions for our region, including area employment, commute patterns, the condition of area bridges, traffic volumes, movement of freight and goods, and much more.

Appendix C CWPP Requirements

Countywide Planning Policies for Spokane County, 2008

For the full text of the Spokane Countywide Planning Policies (CWPP), see <http://www.spokanecounty.org/BP/data/Documents/CWPP/cwpp.pdf>

Policies

1. Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdictions' land use plans are compatible and consistent with one another.
2. The regional transportation plan shall be developed in accordance with federal and state planning requirements in order to ensure that:
 - a. coordinated, comprehensive and consistent transportation plans are adopted;
 - b. air quality is evaluated and maintained; and
 - c. the Spokane metropolitan area maintains eligibility for federal and state funding programs.
3. The regional transportation plan shall include, in addition to state and federal mandates:
 - a. alternative modes of transportation to the automobile, including public transportation, pedestrian facilities, bikeways and air and rail facilities;
 - b. an evaluation of the general environmental and economic impacts of the plan;
 - c. coordination with land uses to reduce transportation demands;
 - d. standards for accessibility to major institutions, manufacturing and industrial centers and air and rail terminals;
 - e. incorporation of utility easements into transportation corridors;
 - f. provisions for special-needs populations; and
 - g. access management to regional arterials.
4. Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.
5. Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system. These plans may include high capacity transportation corridors and shall fulfill air quality conformity and financial requirements of the Federal Transportation Laws and Regulations, the Clean Air Act Amendments of 1990 and the Growth Management Act (GMA).
6. Local jurisdictions shall designate within land use plans areas that can support public transportation services. These areas shall include existing as well as new development. Each jurisdiction's land use plan, the regional transportation plan and the Spokane

Transit Authority's (STA) Long Range Transit Plan shall support, complement and be consistent with each other.

7. In the long term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation. These corridors shall:

- a. be identified for the specific purpose of preserving the right-of-way necessary to implement a high-capacity transportation system and to provide a development density that will support such a system;
- b. be recognized in each jurisdiction's comprehensive plan and development regulations. These plans and codes should provide the authority to establish high-capacity transportation activity centers and urban villages having a land use pattern of mixed use density and intensities; be incorporated into capital facilities programs to provide a unified approach for preserving the character and quality of neighborhoods;
- d. be evaluated to identify both interim and ultimate transportation strategies for each corridor;
- e. encourage capital infrastructure investment to facilitate high-capacity transportation and supporting land uses; and
- f. be supported through a public education process.

8. The regional transportation plan and comprehensive plan of each jurisdiction shall include roads, air and rail service that accommodates the need for freight and goods movement. Plans should identify specific routes that are, or could be, subject to available funding, designed and constructed utilizing a regional standard for heavy truck traffic to serve the movement of goods from industrial and rural areas to the market. Future land uses requiring heavy freight movement should be encouraged to locate along these routes.

9. Recognizing the need to maintain existing rail lines for shipments of commodities, which reduces the impacts of shipping commodities by roads, local jurisdictions should protect rail facilities to the extent possible.

10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multi-modal transportation systems.

11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, for example:

- a. pedestrian scale neighborhoods and activity centers;
- b. mixed use development; and
- c. pedestrian friendly and nonmotorized design.

12. Each jurisdiction should support the use of telecommunications technologies for telecommuting, teleshopping and video conferencing as alternatives to vehicle travel.

13. Each jurisdiction's transportation facilities shall be planned within the context of countywide, multi-county and bi-state air, land and water resources and shall not cause or contribute to exceeding federal or state environmental quality standards.

14. Each jurisdiction shall strive, through transportation system strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impacts associated with roadway facility expansion.

15. In accordance with regional minimum level of service standards specified by the Steering Committee, each jurisdiction shall establish roadway standards, level of service standards and methodologies and functional road classification schemes to ensure consistency throughout the region and to support the use of alternative transportation modes.

16. Each jurisdiction shall address energy consumption/conservation by:

- a. designing transportation improvements for alternatives to the single-occupant vehicle;
- b. locating and adopting design standards for new development to support pedestrian or nonmotorized travel;
- c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and
- d. reducing the number of vehicle miles traveled and number of vehicle trips.

17. The transportation element of each jurisdiction's comprehensive plan, where transit service exists, will include level of service standards for transit routes and services. Each jurisdiction will coordinate the level of service standards with all adjacent jurisdictions and appropriate agencies.

18. Each jurisdiction shall use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review and programming of transportation investments.

19. The annual process to update and approve the Six-Year Transportation Improvement Program (TIP) by the Spokane Regional Transportation Council (SRTC) shall be used to prioritize regional transportation improvements and programming regional transportation revenues.

20. Transportation elements of comprehensive plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacement and to meet public safety objectives in a cost effective manner.

21. Each jurisdiction, Spokane Regional Transportation Council (SRTC) and other transportation agencies shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation corridors and facilities.

Appendix D
**SRTC Comprehensive Plan Review and Certification Checklist for Updates
(Counties and UZA Cities and Towns)**

SUBMITTAL FORM

Background: The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the GMA requires Regional Transportation Planning Organizations (RTPOs) such as the Spokane Regional Transportation Council (SRTC) to formally certify local comprehensive plans (including amendments). To be certified by SRTC, plans must demonstrate that they are consistent with the regional transportation plan (*Horizon 2040*), state, regional and local established planning goals and policies, and satisfy the requirements of RCW 36.70A.070(6).

Jurisdiction

Staff Contact

Intended Date of Adoption

Please note the intended date of adoption should be 60 or more days after official submittal to SRTC.

Submitted Materials

Please indicate the materials that are being submitted:

☐ Comprehensive Plan Update

In the space below, please provide the title of the submittal.

SRTC Comprehensive Plan Review and Certification Checklist

Jurisdiction

Staff Contact

In the space below, please provide a brief description of the submittal.

Checklist Certification Criteria:

1. Was the update coordinated with neighboring jurisdictions and tribes (if applicable) and regional transportation agencies (including SRTC, STA, and WSDOT)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

2. Does the update support the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

YES ☐ NO ☐

Economic Vitality

YES ☐ NO ☐

Cooperation and Leadership

YES ☐ NO ☐

Stewardship

YES ☐ NO ☐

System Operations, Maintenance, and Preservation

YES ☐ NO ☐

Safety and Security

YES ☐ NO ☐

Choice and Mobility

YES ☐ NO ☐

Quality of Life

3. Is the capital facilities program project list in the transportation element consistent with SRTC's Horizon 2040 Long-Term Regionally Significant Projects 2031-2040 (see [Horizon 2040 Chapter 4](#), page 4-32) and Programs (see page 4-23)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

4. Are travel demand management (TDM) and bicycle and pedestrian-supportive policies included within the transportation element of the comprehensive plan and are TDM, bicycle, and ADA-compliant pedestrian-supportive programs and projects included within capital facilities program project list in the transportation element? Do the TDM, bicycle, and pedestrian-supportive policies, programs, and projects address SRTC's Regional Bicycle Route Priority Network (see [Horizon 2040 Chapter 4](#) and Appendix H: Map 3: SRTC Regional Bicycle Route Priority Network)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

5. Do the land use and transportation elements address and plan for freight mobility and accessibility on the corridors within SRTC's Regional Freight Priority Network (see [Horizon 2040 Chapter 4](#))?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

6. Does the transportation element address and plan for maintenance and preservation for pavement and bridges (see [Horizon 2040 Chapter 4](#))?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

7. Horizon 2040 has identified conceptual Urban Transportation Corridors (UTCs) and transit focused, mixed focused, and freight focused Employment Activity Centers. The purpose of identifying the corridors was to prioritize regional transportation corridors for improvements with the limited funding available. The purpose of identifying the centers was to provide a focused growth scenario that targeted greater concentrations of housing, employment, and mixed-use growth around the UTCs. Has the comprehensive plan considered the UTCs and the centers for current and/or future planning (see [Horizon 2040 Chapter 4](#), Appendix I: Map 4: SRTC Urban Transportation Corridors, and Appendix J: Map 5: SRTC Regional Employment Activity Centers)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

8. Does the plan identify specific Congestion Management Process (CMP) strategies that will be implemented on CMP corridors within the capital facilities program project list of the transportation element (see the [SRTC 2014 Congestion Management Process Report](#), Appendix K: SRTC CMP Toolkit

Strategies, and Appendix L: Map 6: SRTC CMP Corridors)? In addition to its inclusion in the Plan Review and Certification Checklist, CMP scoring criteria will be included within the application processes for the Regional Transportation Plan (RTP) and call for projects. The required strategies fall under the following categories:

- Travel Demand Management (TDM)
- Operational Improvements, Intelligent Transportation Systems (ITS), Transportation System Management (TSM)
- Transit Operational Improvements
- Freight/Goods Movement
- Roadway Capacity Improvements

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

Does the plan include adding single occupant vehicle (SOV) capacity on corridors other than CMP corridors?

YES ☐ NO ☐

If yes, reference the appropriate page numbers below that indicate what strategies will be implemented prior to adding capacity.

9. Is the transportation element consistent with the land use element?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

- 10.** Is the capital facilities and utilities element consistent with the land use element?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

- 11.** Provide SRTC with local concurrency analysis LOS methodologies (i.e. local ordinance, development site plan and traffic impact review manual) for analysis to ensure consistency with region-wide methodologies.

- 12.** Describe the impacts of the update on the plan's ability to meet local LOS standards (see p. 3 of the Plan Review and Certification Process Instruction Manual for local LOS requirements).

- 13.** Submit necessary land use and transportation project data to SRTC for SRTC's regional LOS analysis (see pp. 13-16 of the Plan Review and Certification Process Instruction Manual for data requirements and LOS process details).

Signature of Designated Representative

Date

Appendix E
**SRTC Comprehensive Plan Review and Certification Checklist for Updates
(Non-UZA Cities and Towns)**

SUBMITTAL FORM

Background: The Growth Management Act (GMA) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the GMA requires Regional Transportation Planning Organizations (RTPOs) such as the Spokane Regional Transportation Council (SRTC) to formally certify local comprehensive plans (including amendments). To be certified by SRTC, plans must demonstrate that their transportation elements are consistent with the regional transportation plan (*Horizon 2040*), state, regional and local established planning goals and policies, and satisfy the requirements of RCW 36.70A.070 (6).

Jurisdiction

Staff Contact

Intended Date of Adoption

Please note the intended date of adoption should be 60 or more days after submittal to SRTC.

Submitted Materials

Please indicate the materials that are being submitted:

☐ Comprehensive Plan update

In the space below, please provide the title of the submittal.

SRTC Comprehensive Plan Review and Certification Checklist

Jurisdiction

Staff Contact

In the space below, please provide a brief description of the submittal.

Certification Criteria:

1. Did you consider coordinating your comprehensive plan update with neighboring jurisdictions and tribes (if applicable) and regional transportation agencies (including SRTC, STA, and WSDOT)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

2. Did you consider aligning the update with the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

YES ☐ NO ☐

Economic Vitality

YES ☐ NO ☐

Cooperation and Leadership

YES ☐ NO ☐

Stewardship

YES ☐ NO ☐

System Operations, Maintenance, and Preservation

YES ☐ NO ☐

Safety and Security

YES ☐ NO ☐

Choice and Mobility

YES ☐ NO ☐

Quality of Life

3. Did you consider coordinating the capital facilities program project list in the transportation element with SRTC's Horizon 2040 Long-Term Regionally Significant Projects 2031-2040 (see [Horizon 2040 Chapter 4](#), page 4-32) and Programs (see page 4-23)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

4. Did you consider including travel demand management (TDM) and bicycle and pedestrian-supportive policies within the transportation element of the comprehensive plan? Did you consider including TDM and bicycle and pedestrian-supportive programs and projects within the transportation element's capital facilities program project list?

Did you consider addressing SRTC's Regional Bicycle Priority Route Network (see [Horizon 2040 Chapter 4](#) and Appendix H: Map 3: SRTC Regional Bicycle Route Priority Network) in the TDM, bicycle, and pedestrian-supportive policies, programs, and projects?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

5. Did you consider addressing and planning for freight mobility and accessibility on the corridors within SRTC's Regional Freight Priority Network within the land use and transportation elements (see [Horizon 2040 Chapter 4](#))?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

6. Did you consider addressing and planning for maintenance and preservation for pavement and bridges within the transportation element (see [Horizon 2040 Chapter 4](#))?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

7. Horizon 2040 has identified conceptual Urban Transportation Corridors (UTCs) and transit focused, mixed focused, and freight focused Employment Activity Centers. The purpose of identifying the corridors was to prioritize regional transportation corridors for improvements with the limited funding available. The purpose of identifying the centers was to provide a focused growth scenario that targeted greater concentrations of housing, employment, and mixed-use growth around the UTCs. Did you consider the UTCs and the centers for current and/or future planning (see [Horizon 2040 Chapter 4](#), Appendix I: Map 4: SRTC Urban Transportation Corridors, and Appendix J: Map 5: SRTC Regional Employment Activity Centers)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

8. Did you consider implementing Congestion Management Process (CMP) strategies on CMP corridors within the capital facilities program project list of the transportation element (see the [SRTC 2014 Congestion Management Process Report](#), Appendix K: SRTC CMP Toolkit Strategies, and Appendix L: Map 6: SRTC CMP Corridors)? In addition to its inclusion in the Plan Review and Certification Checklist, CMP scoring criteria will be included within the application processes for the Regional Transportation Plan (RTP) and call for projects. The required strategies fall under the following categories:

- Travel Demand Management (TDM)
- Operational Improvements, Intelligent Transportation Systems (ITS), Transportation System Management (TSM)
- Transit Operational Improvements
- Freight/Goods Movement
- Roadway Capacity Improvements

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

Does the plan add single occupant vehicle (SOV) capacity on corridors other than CMP corridors?

YES ☐ NO ☐

If yes, reference the appropriate page numbers below that indicate what strategies you considered implementing prior to adding capacity.

- 9.** Provide SRTC with local concurrency analysis LOS methodologies (i.e. local ordinance, development site plan and traffic impact review manual) for analysis to ensure consistency with region-wide methodologies.

- 10.** Did you consider coordinating the land use, transportation, and capital facilities plan elements of the comprehensive plan?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

- 11.** Did you consider the impacts of the update on the plan's ability to meet local LOS standards (see p. 3 of the Plan Review and Certification Process Instruction Manual for local LOS requirements)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

- 12.** If applicable, submit land use and transportation project data to SRTC for regional LOS analysis (see pp. 13-16 of the Plan Review and Certification Process Instruction Manual for data requirements and LOS process details).

Signature of Designated Representative

Date

Appendix F
**SRTC Comprehensive Plan Review and Certification Checklist for Updates
(Regional Public Transportation Authority)**

SUBMITTAL FORM

Background: The Revised Code of Washington (RCW) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the RCW Chapter [81.104.080](#) states that regional high capacity transportation plans shall be included in the designated regional transportation planning organization's regional transportation plan review and update process to facilitate development of a coordinated multimodal transportation system and to meet federal funding requirements.

Agency

Staff Contact

Intended Date of Adoption

Please note the intended date of adoption should be 60 or more days after submittal to SRTC.

Submitted Materials

Please indicate the materials that are being submitted:

☐ Comprehensive Plan Update

In the space below, please provide the title of the submittal.

SRTC Comprehensive Plan Review and Certification Checklist

Agency

Staff Contact

In the space below, please provide a brief description of the submittal.

Checklist Certification Criteria:

1. Was the update coordinated with neighboring jurisdictions and tribes (if applicable) and regional transportation agencies (including SRTC and WSDOT)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

2. Does the update support the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

YES ☐ NO ☐

Economic Vitality

YES ☐ NO ☐

Cooperation and Leadership

YES ☐ NO ☐

Stewardship

YES ☐ NO ☐

System Operations, Maintenance, and Preservation

YES ☐ NO ☐

Safety and Security

YES ☐ NO ☐

Choice and Mobility

YES ☐ NO ☐

Quality of Life

3. Are travel demand management (TDM) and bicycle and pedestrian-supportive policies and programs included within the Services, Activities and Programs, and Sustainability chapters of the plan? Do the TDM, bicycle, and pedestrian-supportive policies and programs address SRTC's Regional Bicycle Route Priority Network (see [Horizon 2040 Chapter 4](#) and Appendix H: Map 3: SRTC Regional Bicycle Route Priority Network)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

4. Horizon 2040 has identified conceptual Urban Transportation Corridors (UTCs) and transit focused, mixed focused, and freight focused Employment Activity Centers. The purpose of identifying the corridors was to prioritize regional transportation corridors for improvements with the limited funding available. The purpose of identifying the centers was to provide a focused growth scenario that targeted greater concentrations of housing, employment, and mixed-use growth around the UTCs. Has the comprehensive plan considered the UTCs and the centers for current and/or future planning (see [Horizon 2040 Chapter 4](#), Appendix I: Map 4: SRTC Urban Transportation Corridors, and Appendix J: Map 5: SRTC Regional Employment Activity Centers)?

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

5. Are specific Congestion Management Process (CMP) strategies that will be implemented on CMP corridors within the Services, Activities and Programs, and Sustainability chapters of the comprehensive plan (see the [SRTC 2014 Congestion Management Process Report](#), Appendix K: SRTC CMP Toolkit Strategies, and Appendix L: Map 6: SRTC CMP Corridors)? In addition to its inclusion in the checklist, CMP scoring criteria will be included within the application processes for the RTP and call for projects. The required strategies fall under the following categories:

- Travel Demand Management (TDM)
- Operational Improvements, Intelligent Transportation Systems (ITS), Transportation System Management (TSM)
- Transit Operational Improvements
- Freight/Goods Movement
- Roadway Capacity Improvements

YES ☐ NO ☐

If yes, reference the appropriate comprehensive plan page numbers below. If no, provide an explanation.

6. Provide SRTC with agency LOS methodologies for analysis to ensure consistency with region-wide methodologies.

7. Describe the impacts of the update on the plan's ability to meet agency LOS.

8. Submit necessary transportation project data to SRTC for regional LOS analysis (see pp. 11-16 of the Plan Review and Certification Process Instruction Manual for data requirements and LOS process details).

Signature of Designated Representative

Date

Appendix G
SRTC Plan Review and Certification Checklist (CWPP)

SUBMITTAL FORM

Background: The Revised Code of Washington (RCW) recognizes the importance of coordinating local, regional, and state planning efforts for complex issues that cross jurisdictional boundaries, such as housing, transportation, and the environment. To advance coordination at the regional and local level, the RCW requires Regional Transportation Planning Organizations (RTPOs) to formally certify that countywide planning policies adopted under [RCW 36.70A.210](#) and the adopted regional transportation plan are consistent ([RCW 47.80.023](#)).

Jurisdiction

Staff Contact

Intended Date of Adoption

Please note the intended date of adoption should be 60 or more days after submittal to SRTC.

Submitted Materials

Please indicate the materials that are being submitted:

☐ Amendment

In the space below, please provide the title of the submittal.

SRTC CWPP Plan Review and Certification Checklist

Jurisdiction

Staff Contact

In the space below, please provide a brief description of the submittal.

Checklist Certification Criteria:

1. Does the amendment support the [Horizon 2040 Seven Guiding Principles](#) and related policies (see Appendix B)?

If yes, reference the appropriate CWPP page numbers below. If no, provide an explanation.

YES ☐ NO ☐

Economic Vitality

YES ☐ NO ☐

Cooperation and Leadership

YES ☐ NO ☐

Stewardship

YES ☐ NO ☐

System Operations, Maintenance, and Preservation

YES ☐ NO ☐

Safety and Security

YES ☐ NO ☐

Choice and Mobility

YES ☐ NO ☐

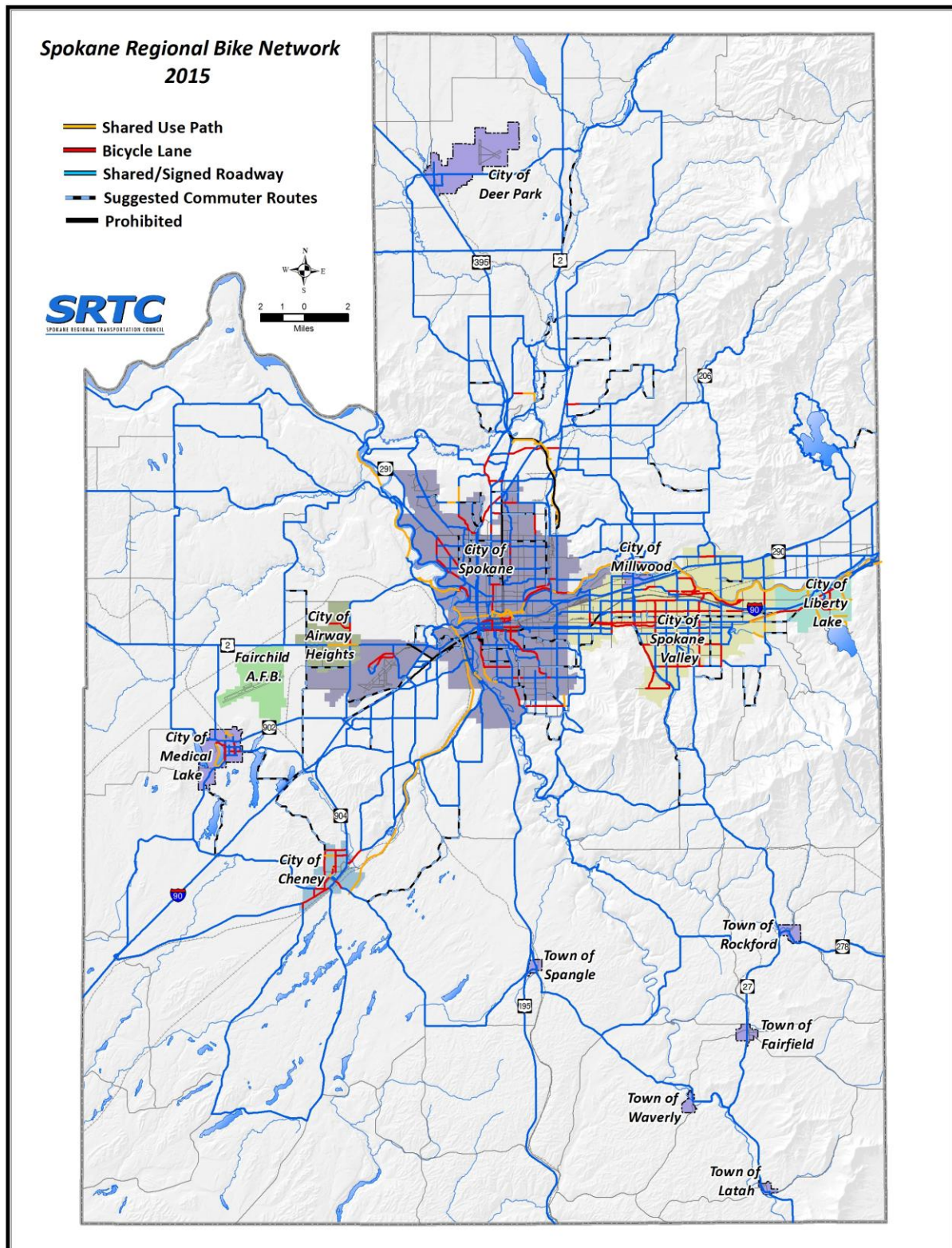
Quality of Life

Signature of Designated Representative

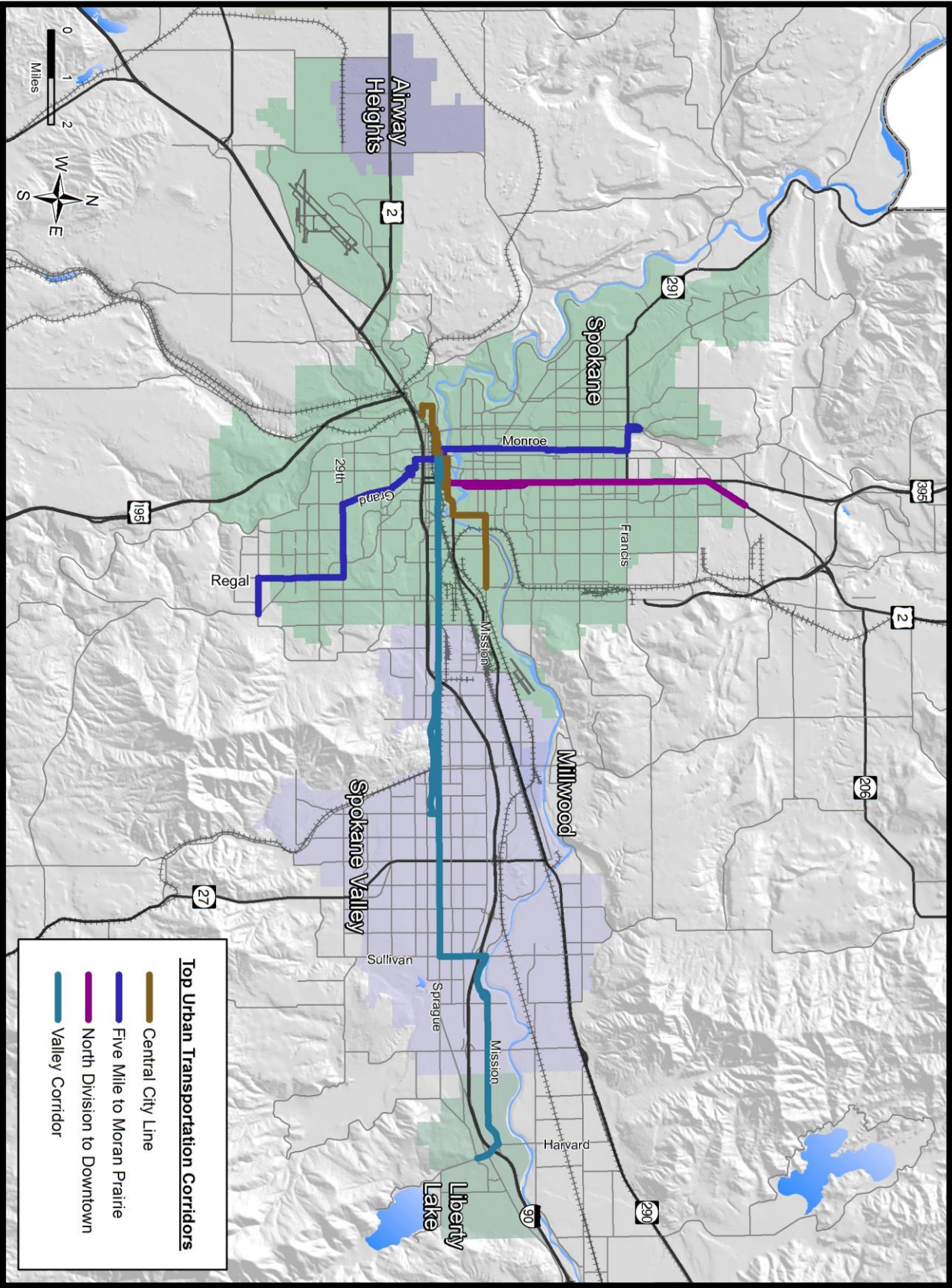
Date

Appendix H

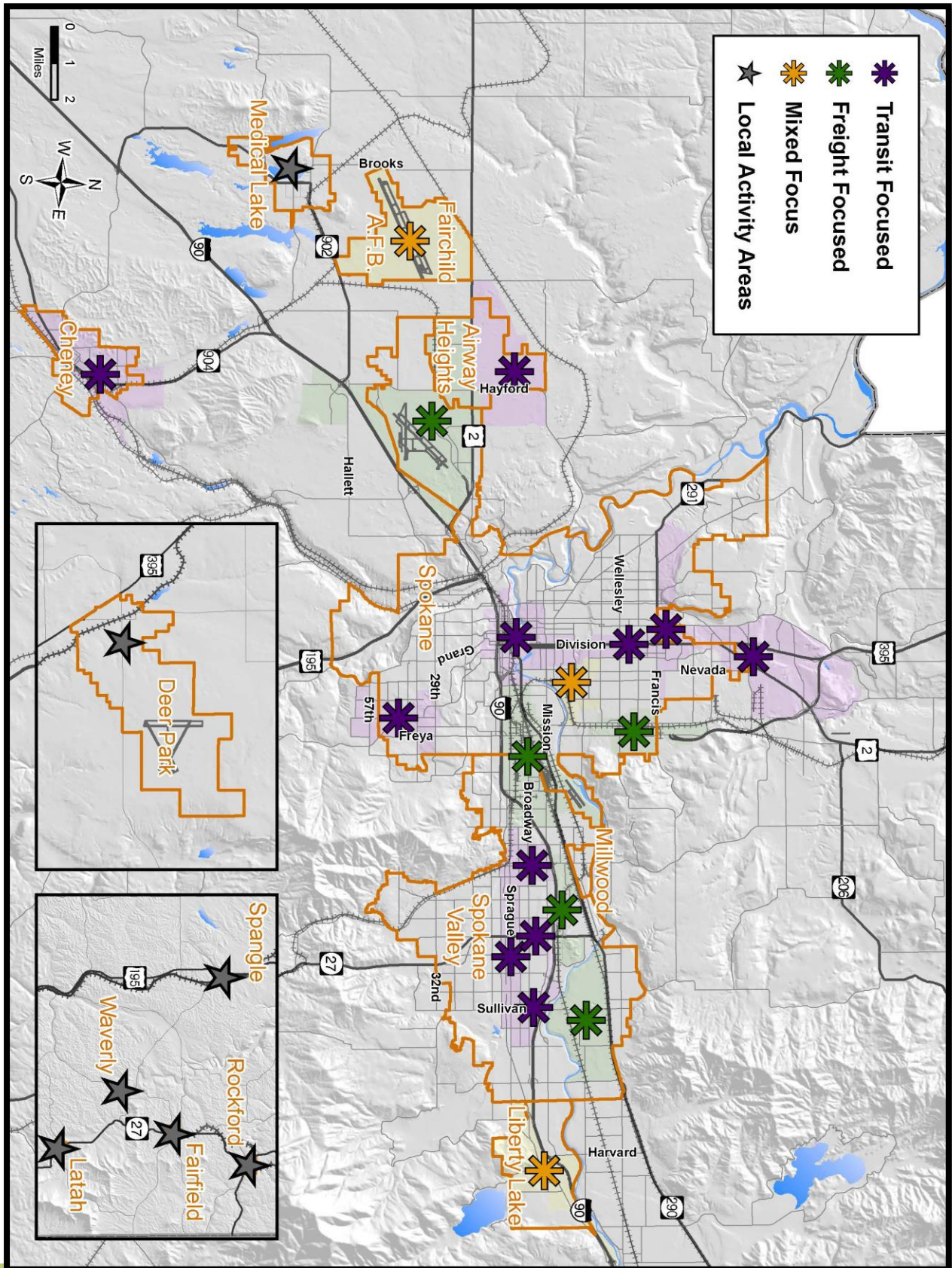
Map 3: SRTC Regional Bicycle Route Priority Network



Map 4: SRTC Urban Transportation Corridors



Map 5: SRTC Regional Employment Activity Centers



Appendix K

SRTC CMP Toolkit Strategies

SRTC CMP Toolkit Strategies

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Travel Demand Management (TDM)	Ridesharing Services /Ride matching	Carpool/Vanpool, Car Sharing DVRPC Share-A-Ride Program	low-moderate	<ol style="list-style-type: none"> 1. Areas with a high concentration of employees working at one worksite or a group of workplaces 2. Schools with a large number of students that are not served by school buses 3. Residential areas outside transit service districts with a high number of long-distance commuters
TDM	Universal Transit Access Pass Program	Cooperative pass among businesses, school, colleges or corridor pass program	low-moderate	
TDM	Promotion of a Regional Commuter Benefit	Commute Trip Reduction (CTR)	low	<ol style="list-style-type: none"> 1. Could be expanded in Spokane beyond major employers
TDM	Alternate Travel Modes Outreach Events and Programs (group)	Bike to Work Day, employer transportation fairs, bike safety programs	low	<ol style="list-style-type: none"> 1. Areas with a high concentration of employees working at one or a group of worksites
TDM	Outreach Programs (individualized)	WHATCOM COG Individualized Marketing Program	low-moderate	
TDM	Shift Peak Travel	Flexible work schedules, telecommute	low	<ol style="list-style-type: none"> 1. Workplaces that perform tasks or services that can be completed from remote locations (via computer or internet) 2. Workplaces with extended daily hours of operation, allowing employees to work 9 to 10 hours in a day

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
TDM	Local Delivery Service	Encouraging businesses to deliver products to customers can reduce SOV trips, especially in communities where car ownership is low	low	
TDM	Parking Management	Redevelop/remove surface parking, remove on-street parking, time of day restrictions, parking structures encourage mixed-use development, utilize on street parking as a means of reducing speed & improving pedestrian safety, advanced technology	low-moderate	<ol style="list-style-type: none"> 1. Activity centers and locations where parking is in short supply 2. Corridors where right-of-way (ROW) could be converted to general purpose or dedicated bus lanes 3. Locations where mode shift occurs with high levels of pedestrian activity.
TDM	Parking Facility Management Informational Signs	Signage to notify remainder of parking spots, guides to available parking	low-moderate	<ol style="list-style-type: none"> 1. Frequently used park and ride lots 2. Downtown parking lots
TDM	Improvements for Walking	Sidewalks, paths and trails	low-moderate	
TDM	Improvements for Bicycling	On-street bike lanes, pavement markings and signage; intersection improvements; off-street trails	low-moderate	
TDM	Public Education Campaigns	To improve safety or to educate to traveling off-peak hours	low-moderate	

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Operational Improvements, ITS, TSM	Turning Movement Enhancements	Channelization, left-turn lanes, center turn lanes, jughandles, deceleration lanes, roundabouts	low-high	
Operational Improvements, ITS, TSM	Circulation Improvements	Street circulation patterns, vehicle use limitations and restrictions, reversible lanes, road connectivity, roundabouts, isolated bottleneck removal	low-high	
Operational Improvements, ITS, TSM	Limited Intersection Improvements	Minor isolated intersection widening and lane restriping	low-moderate	
Operational Improvements, ITS, TSM	Signal Improvements	Expanded timing and coordination, signal modernization and surveillance, transit or emergency vehicle signal priority	low-moderate	
Operational Improvements, ITS, TSM	Ramp Metering	Traffic signal controlling stream of merging traffic, bus or HOV vehicle bypass	low-moderate	1. Existing high volume freeway and expressway facilities 2. On-ramps with heavy platoons of vehicles released from arterial/ramp intersections
Operational Improvements, ITS, TSM	New or converted HOV lanes	Serves buses, high-occupancy vehicles, motorcycles, toll-paying vehicles, low-emission or hybrid vehicles	moderate-high	1. Interstates or long-distance limited-access corridors 2. Highly congested corridors with extensive bus service
Operational Improvements, ITS, TSM	Access Management	Improve/minimize access points from corridor	moderate	

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Operational Improvements, ITS, TSM	Communication Networks	Roadway surveillance and control system, base ITS infrastructure (fiber, telemetry)	moderate	<ol style="list-style-type: none"> 1. Locations of new roadway construction or major capital improvement projects 2. High volume locations or roadways with safety considerations where an incident may be particularly disruptive to regional travel 3. Roadways identified for comprehensive ITS implementation
Operational Improvements, ITS, TSM	Traveler Information Services	Message signs, mobile device applications, online services	moderate	<ol style="list-style-type: none"> 1. Heavily travelled freeways or arterials with frequent incidents or travel delays 2. Locations before major interchanges and route decision-making points
Operational Improvements, ITS, TSM	Maintenance Management	Minimize congestion caused by maintenance and construction	low-moderate	
Operational Improvements, ITS, TSM	Incident Management	Operational plans that define rules, procedures, traffic diversion routes; regional effort to respond to nonrecurring congestion	low-moderate	<ol style="list-style-type: none"> 1. Region wide programs 2. Major travel corridors with multiple emergency, jurisdiction, law enforcement, and transportation responders 3. Highways with limited shoulder width, construction zones, locations with frequent incidents
Operational Improvements, ITS, TSM	Courtesy Patrol (incident response)	Service to stranded freeway travelers	low	<ol style="list-style-type: none"> 1. Region wide programs 2. Freeways with heavy volumes and/or documented history of incidents or regional facilities with limited shoulder width 3. Major construction zones
Operational Improvements, ITS, TSM	Traffic Management Center	SRTMC	moderate	<ol style="list-style-type: none"> 1. Jurisdictions that own equipment, collect data, and manage traffic 2. A strategic, centralized location serviced by major communication lines

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
Transit Operational Improvements	Transit Service Expansion	New bus routes, extension of existing service, increased frequency, flexible routing, transfer improvements	moderate	<ol style="list-style-type: none"> 1. Areas with growing concentrations of residential, commercial, or business activity 2. Existing bus routes that are operating near capacity 3. Route locations that offer increased access to major transit stations
Transit Operational Improvements	General Transit Infrastructure Improvements	Enhanced amenities and safety, improved access, improved fare collection system	low-moderate	<ol style="list-style-type: none"> 1. Bump outs 2. Smart Cards 3. Covered bus shelters
Transit Operational Improvements	Transit Signal Priority	Additional travel lane at signalized intersections, restriping existing road footprint	low	<ol style="list-style-type: none"> 1. Heavily travelled corridors with multiple traffic signals & frequent transit stops 2. Locations where a bus may need a head start to merge into or cross general-purpose lanes of traffic
Transit Operational Improvements	Fixed Guideway Transit or Dedicated Transit Lanes	Exclusive guideways (light rail, heavy/commuter rail), street travel ways (BRT), bus only lanes	moderate-high	<ol style="list-style-type: none"> 1. Densely developed urban corridors or station areas 2. ROW adjacent to severely congested freeways or arterial streets
Transit Operational Improvements	Park and Ride Facilities -New or Improved	Parking lots or formal transit facilities where commuters can leave behind their vehicles and access transit	moderate	<ol style="list-style-type: none"> 1. High ridership transit corridors 2. Suburban settings with too little density for local transit service but can generate enough transit users in a concentrated location to make transit both efficient and beneficial in terms of air quality and congestion reduction 3. Location upstream of congestion in order to reduce congestion and provide easy access to transit users
Transit Operational Improvements	Transit Vehicle Travel Information	Vehicle detection and monitoring devices, communications infrastructure, GPS, mobile device apps and online public info sources	moderate	<ol style="list-style-type: none"> 1. Transit stations and major bus stops 2. Major event and activity venues adjacent to transit stations

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
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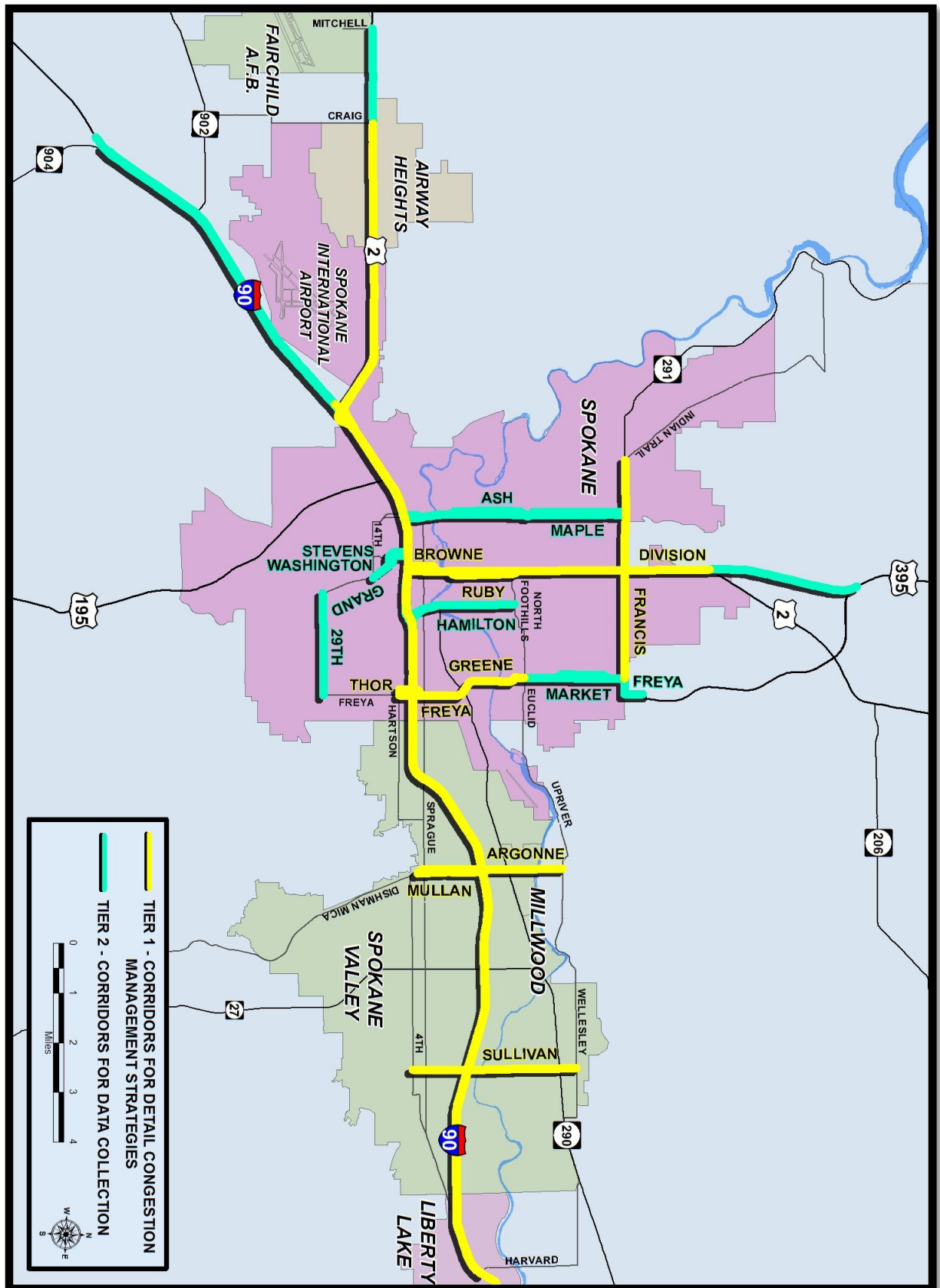
Freight/Goods Movement	Freight Operations Improvements	Dedicated truck route, hill-climbing lanes, freight plans/coordination logistics, upgraded roadway infrastructure to permit truck/freight movement, truck parking	low-moderate	1. Identified freight facilities, including Interstates 2. Local freight delivery routes
Freight/Goods Movement	Freight Capacity Investments	New or expanded freight rail, freight intermodal center/yard, port facility expansion	high	
Roadway Capacity Improvements	Minor Road expansions	Major Reconstruction with Minor Capacity Additions	medium-high	
Roadway Capacity Improvements	Hill-Climbing Lanes	Used by trucks and slower traffic to let faster traffic pass	low-moderate	1. Generally in rural areas with steep or rolling hills (freeways or rural highways) 2. Locations that experience high peak direction volumes of recreational or weekend traffic 3. Urban or suburban freeways with steep climbing up-grades
Roadway Capacity Improvements	Grade-Separated Railroad Crossings	Roadway underpass or overpass	high	1. Roadways with a high daily traffic volume 2. Locations with either a high frequency of trains crossing road or long-time durations of multi-car trains blocking the road 3. High traffic-generating land uses on either side of tracks 4. Locations with a documented crash rate higher than established thresholds
Roadway Capacity Improvements	Grade-separated Intersections	Overpass or underpass for cross street	high	1. Very high-volume and congested intersections 2. Locations with limited ROW or physical constraints to expanding the width of the intersection approaches

Toolkit Category	Toolkit Strategy	Examples	Cost	Applicable locations/situations
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Roadway Capacity Improvements	Adding Capacity/ Widening	New General Purpose lanes, Interchange with related road segments, Hard Shoulder running	high	<ol style="list-style-type: none"> 1. Severely congested roads with a clear capacity or safety deficiency 2. Locations that experience link congestion rather than intersection congestion 3. Location with limited appropriate alternative routes
Roadway Capacity Improvements	New or Extended Roadways	Arterial, Bypass, Limited Access Highway	high	<ol style="list-style-type: none"> 1. Locations that serves areas experiencing new development or anticipating development soon 2. Location that would divert traffic from an existing severely congested corridor 3. Unimproved roads with safety issues or development potential

Sources: Wilmington Area Planning Council (WILMAPCO), Mid-Region Council of Governments (MRCOG)/Mid-Region MPO (MRMPO), Denver Region Council of Governments (DRCOG), and Delaware Valley Regional Planning Commission (DVRPC)

Map 6: SRTC CMP Corridors



Appendix M Regional Mobility Corridors

Regional Mobility Corridor (name)	Regional Mobility Corridor (detail)	From	To	Dir.	Type ⁴
SR 27	SR 27	Whitman County	HUA bndry (approx. 46th)	N	Rural
	SR 27	HUA bndry (approx. 46th)	Whitman County	S	Rural
SR 902	SR 902	I 90 (Exit 264)	I 90 (Exit 272)	N	Rural
	SR 902	I 90 (Exit 272)	I 90 (Exit 264)	S	Rural
SR 904	SR 904	I 90 (Exit 257)	I 90 (Exit 270)	N	Rural
	SR 904	I 90 (Exit 270)	I 90 (Exit 257)	S	Rural
SR 291	SR 291	Stevens County	HUA bndry	E	Rural
	SR 291	HUA bndry	Stevens County	W	Rural
Bigelow Gulch	Bigelow Gulch Rd/Forker Rd/Evergreen Rd	HUA bndry (approx. Havana St)	Wellesley Ave	E	Rural
	Evergreen Rd/Forker Rd/Bigelow Gulch Rd	Wellesley Ave	HUA bndry (approx. Havana St)	W	Rural
Hayford	Hayford Rd	SR 902 (Medical Lake Rd)	Trails Rd	N	Urban
	Hayford Rd	Trails Rd	SR 902 (Medical Lake Rd)	S	Urban
Northwest Blvd/Assembly	Northwest Blvd/Assembly St	Monroe St	SR 291 (Nine Mile Rd)	N	Urban
	Assembly St/Northwest Blvd	SR 291 (Nine Mile Rd)	Monroe St	S	Urban
Maple/Ash	Walnut St/Maple St	I 90	Francis Ave	N	Urban
	Ash St/Maple St	Francis Ave	I 90	S	Urban
Monroe	Lincoln St/Monroe St	I 90	Francis Ave	N	Urban
	Monroe St	Francis Ave	I 90	S	Urban
Division	US 2 (Division St/Ruby St)	I 90	N Division Y (US 2/US 395)	N	Urban
	US 2 (Division St/Browne St)	N Division Y (US 2/US 395)	I 90	S	Urban
Hamilton/Nevada	Hamilton St/Nevada St	SR 290 (Trent Ave)	US 2 (Newport Hwy)	N	Urban
	Nevada St/Hamilton St	US 2 (Newport Hwy)	SR 290 (Trent Ave)	S	Urban
Market/Greene/Freya	Market St/Greene St/Freya St	Sprague Ave	Francis Ave	N	Urban
	Market St/Haven St/Greene St/Freya St	Francis Ave	Sprague Ave	S	Urban
Sprague	Sprague Ave	US 2 (Division)	I 90	E	Urban
	Sprague Ave	I 90	US 2 (Division)	W	Urban
Wellesley	Wellesley Ave	Assembly St	Havana St	E	Urban
	Wellesley Ave	Havana St	Assembly St	W	Urban
SR 291/Francis	SR 291/Francis Ave	HUA bndry	HUA bndry (approx. Havana St)	E	Urban
	SR 291/Francis Ave	HUA bndry (approx. Havana St)	HUA bndry	W	Urban
High Dr	High Dr/Cedar St/Walnut St	29th Ave	I 90	N	Urban

Regional Mobility Corridor (name)	Regional Mobility Corridor (detail)	From	To	Dir.	Type ⁴
	Maple St/Cedar St/High Dr	I 90	29th Ave	S	Urban
Grand Blvd	Grand Blvd/9th Ave/McClellan St/8th Ave/Washington St	High Dr	I 90	N	Urban
	Stevens St/9th Ave/Grand Blvd	I 90	High Dr	S	Urban
Regal	Regal St	57th Ave	29th Ave	N	Urban
	Regal St	29th Ave	57th Ave	S	Urban
Freya/Ray	Ray St/Hartson Ave/Freya St	29th Ave	Sprague Ave	N	Urban
	Freya St/Thor St/Ray St	Sprague Ave	29th Ave	S	Urban
29th Ave	29th Ave	High Dr	Havana St	E	Urban
	29th Ave	Havana St	High Dr	W	Urban
57th Ave	57th Ave	Perry St	Palouse Hwy	E	Urban
	57th Ave	Palouse Hwy	Perry St	W	Urban
Argonne	Argonne Rd/Mullan Rd	Appleway Blvd	Bigelow Gulch Rd	N	Urban
	Argonne Rd	Bigelow Gulch Rd	Appleway Blvd	S	Urban
Dishman Mica	Dishman Mica Rd	Thorpe Rd	Appleway Blvd	N	Urban
	Dishman Mica Rd	Appleway Blvd	Thorpe Rd	S	Urban
SR 27 (Pines)	SR 27 (Pines Rd)	HUA bndry (approx 46th)	SR 290 (Trent Ave)	N	Urban
	SR 27 (Pines Rd)	SR 290 (Trent Ave)	HUA bndry (approx 46th)	S	Urban
Sullivan (north section)	Sullivan Rd (north section)	I 90	Wellesley Ave	N	Urban
	Sullivan Rd (north section)	Wellesley Ave	I 90	S	Urban
Sullivan (south section)	Sullivan Rd (south section)	32nd Ave	I 90	N	Urban
	Sullivan Rd (south section)	I 90	32nd Ave	S	Urban
Barker	Barker Rd	15th Ave	SR 290 (Trent Ave)	N	Urban
	Barker Rd	SR 290 (Trent Ave)	15th Ave	S	Urban
Harvard/Liberty Lake	Liberty Lake Rd/Harvard Rd	Sprague Ave	SR 290 (Trent Ave)	N	Urban
	Harvard Rd/Liberty Lake Rd	SR 290 (Trent Ave)	Sprague Ave	S	Urban
32nd Ave	32nd Ave	Dishman Mica Rd	Sullivan Rd	E	Urban
	32nd Ave	Sullivan Rd	Dishman Mica Rd	W	Urban
Sprague/Appleway	Appleway Blvd/University Rd/Sprague Ave	I 90	Sullivan Rd	E	Urban
	Sprague Ave	Sullivan Rd	I 90	W	Urban
SR 290 (Trent)	Spokane Falls Blvd/SR 290 (Trent Ave)	US 2 (Division St)	Starr Rd	E	Urban
	SR 290 (Trent Ave)/Spokane Falls Blvd	Starr Rd	US 2 (Division St)	W	Urban

HSS Corridor (name)*	HSS Corridor*	From	To	Dir.	Type ⁴
I 90/US 395 (rural-west)	I 90/US 395	Lincoln County	Geiger I/C	E	Rural
	I 90/US 395	Geiger I/C	Lincoln County	W	Rural

HSS Corridor (name)*	HSS Corridor*	From	To	Dir.	Type ⁴
US 2 (rural-west)	US 2	Lincoln County	HUA bndry (approx. Dover Rd)	E	Rural
	US 2	HUA bndry (approx. Dover Rd)	Lincoln County	W	Rural
US 2 (rural-north)	US 2	HUA bndry (approx. Colbert/Yale)	Pend Oreille County	N	Rural
	US 2	Pend Oreille County	HUA bndry (approx. Colbert/Yale)	S	Rural
US 395 (rural-north)	US 395	HUA bndry (approx. Fleming Ave)	Stevens County	N	Rural
	US 395	Stevens County	HUA bndry (approx. Fleming Ave)	S	Rural
US 195 (rural)	US 195	Whitman County	HUA bndry (approx. Hatch Rd)	N	Rural
	US 195	HUA bndry (approx. Hatch Rd)	Whitman County	S	Rural
I 90 (urban)	I 90	Geiger I/C	Sprague Ave I/C	E	Urban
	I 90	Sprague Ave I/C	Geiger I/C	W	Urban
I 90 (urban)	I 90	Sprague Ave I/C	Barker Rd I/C	E	Urban
	I 90	Barker Rd I/C	Sprague Ave I/C	W	Urban
I 90 (urban)	I 90	Barker Rd I/C	Kootenai County	E	Urban
	I 90	Kootenai County	Barker Rd I/C	W	Urban
US 2 (urban-west)	US 2	HUA bndry (approx. Dover Rd)	I 90	E	Urban
	US 2	I 90	HUA bndry (approx. Dover Rd)	W	Urban
US 2 (urban-north)	US 2	North Division Y	HUA bndry (approx. Colbert/Yale)	N	Urban
	US 2	HUA bndry (approx. Colbert/Yale)	North Division Y	S	Urban
US 395 (urban-north)	US 395	North Division Y	HUA bndry (approx. Fleming Ave)	N	Urban
	US 395	HUA bndry (approx. Fleming Ave)	North Division Y	S	Urban
North Spokane Corridor	US 395	Freya St	Wandermere I/C	N	Urban
	US 395	Wandermere I/C	Freya St	S	Urban
US 195 (urban)	US 195	HUA bndry (approx. Hatch Rd)	I 90	N	Urban
	US 195	I 90	HUA bndry (approx. Hatch Rd)	S	Urban

*Highways of Statewide Significance (HSS) are exempt from concurrency management system requirements. HSS facilities must reflect WSDOT level of service standards. Travel times and LOS for HSS corridors are shown for illustrative purposes only.

¹ Free flow travel time is uncongested or unloaded (i.e. no traffic) travel time from the regional model for the corridor in the specified direction of travel.

² P.M. Peak Travel Time is congested or loaded (i.e. with traffic) travel time from the regional model during the P.M. peak period for the corridor in the specified direction of travel.

³ Travel Time Ratio = P.M. Peak Travel Time / Free Flow Travel Time.

⁴ The delineation of Type between Rural and Urban is generally the 2013 FHWA Highway Urban Areas (HUA) boundary. A corridor outside the HUA is a Rural type.