

Cheney Commute Trip Reduction Four-Year Plan Update: 2025–2029

Benefits of CTR

1. Describe the local land use and transportation context and objectives.¹

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Cheney is a rural community of approximately 13,200 residents. Cheney is the home of Eastern Washington University (EWU). The community also serves as a bedroom community to Spokane, and Cheney residents commute to Airway Heights, Fairchild AFB, Medical Lake, Spokane and Spokane Valley for work. Trade area for Cheney in terms of customers for businesses extends several miles around the city. Primary employers in Cheney are the City of Cheney (approximately 100 employees) and EWU (approximately 1,600 employees). Other employers include Cheney School District, downtown merchants, grocery stores (Safeway & Yokes) that serve southwest Spokane County, and retailers that support the community. Primary commute routes are via I-90 and SR-904 or via US-195 and Cheney-Spokane Road. SR-904 and Cheney-Spokane Road are two lane roads with limited capacity for additional ADT. CTR provides the community some breathing room before additional improvements to SR-904 would be needed.

b. Describe features of land use and transportation facilities and services that affect commuters.

Cheney provides a mixture of commercial, industrial and residential (low density and high density) land uses. The residential land uses are primarily located in the western and northern portions of Cheney, with pockets in other parts of town. Commercial and industrial uses are primarily located along the SR-904 corridor. Cheney does not anticipate the land use mix or ratios of land uses in Cheney to dramatically change in 2026, as the city prepares its 2026-2046 Comprehensive Plan update. There may be opportunities to better utilize vacant, underutilized and partially developed lands, as the city goes through the Land Quantity Needs Analysis and identifying opportunities for infill development. There may be an opportunity for more middle housing on residential zoned lands near HPT stops (1st/Betz Rd, Eagle Station, & K Street Station), which is something the City of Cheney is looking at during the 2026-46 Comprehensive Plan update. In commercial zones (primarily along SR-904 from Union Street to Betz Road) we may try to encourage some mixed-use opportunities, where appropriate based on utility infrastructure. These incremental shifts will hopefully encourage additional public transit usage and other CTR opportunities.

c. Describe whether and how commuting patterns have changed in the past few years.

Commute patterns Cheney have remained relatively stable, except during the Covid pandemic, when remote work options became available on a temporary basis. The following STA routes serve Cheney: Route 6 Cheney; Route 66 EWU; Route 661 EWU Express; Route 662 EWU North Express; Route 663 EWU VTC Express; Route 664 EWU South Hill Express; Route 67 Swoop Loop; and the Route 68 Cheney

¹ Sources: The plan shall highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers. (WAC 468-63-040(2)(a))

The state intends for local jurisdictions to use information in existing plans and programs, such as the local comprehensive plan, unified development codes, the transportation improvement program, economic development plans, and others, as much as possible in order to develop the local CTR plan. (WAC 468-63-040(2))

Loop. All of these routes operate on different headways depending on the time of day and direction of the route. Between all of the bus routes that service Cheney, the average weekday ridership is 862 people. Future service changes look to include Route 6 Cheney – operation of double decker coaches on the Cheney HPT corridor; Route 662 EWU North Express – addition of stops at Wellesley and Ash to service EWU students in the Shadle Park neighborhood. They are also bicycle options on select corridors in Cheney where there are compete streets (i.e. N 6th St, Betz Road, 2nd Street, and Washington Street). One of the challenges for Cheney employees, most noticeably those who work at the wastewater treatment plant, fire department, and police department, a typical 8-5 work schedule is not adhered to as many of these folks work swing (4 pm to midnight) and graveyard (midnight to 8 am) shifts, as well as weekend shift rotations.

- d. *List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.*

There is the opportunity for Eastern Washington University to benefit greatly from CTR efforts, through remote learning opportunities and for folks to use public transit. Derived traffic for EWU has an impact on Cheney including a parking demand on the neighborhoods that surround the EWU campus. EWU's drive alone rate is 54%, so 46% of the employees use commute options – 10.5% telework, 16.5 ride the bus, 8% carpool, 3% vanpool, 6 % walk, 1.8% bicycle. The more EWU students and staff that take advantage of CTR opportunities, there a resulting decrease in overall traffic in Cheney, which leads to a decrease in failing intersections and corridors.

Meanwhile, the Capital Improvement Plan transportation projects are focused on completing the infrastructure systems for all transportation modes. This focus will facilitate commuter access to non-drive-alone modes. These projects include:

- Completing some sidewalks and trails throughout the city.
- Building out the bikeway system.
- Developing access along the bus rapid transit corridor.
- Installing two mid-block ped-actuated crossings.
- Implementing complete streets treatments on street upgrade projects where feasible financially and site development wise.

The changes to commuting patterns in Cheney in the last few years include:

- An increase in transit commute trips.
- An increase in remote work.
- A longer morning and evening peak period to some changes in work culture post Covid.

There are a number of implications for CTR from these changes.

- The changes in transit use, including HPT, means STA can deploy service more evenly throughout the day, into the evening and on weekends making it possible for a larger share of workers employed in different industries to make their work trip on transit and leave their car at home. This benefits retail and service workers, who are the most dependent on transit, in particular.
- The increase in remote work means a permanent reduction in those commute trips, a goal of CTR.

- The longer morning and afternoon/evening shift peak period may indicate a reduction in the percentage of overall work commutes
- e. *Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.*

Local and regional plans discuss land use and transportation needs at a high level. Spokane Transit Authority has made investments in Cheney to include bus rapid transit, loop routes, etc., to better meet the needs of Cheney resident who live/work in Cheney as well as those residences who live/work elsewhere. As enrollment rebounds at EWU, and overall population growth in Cheney continues, STA investments should be sustained. Higher density housing opportunities near HPT nodes could also be a land use catalyst to help sustain STA investments. Other than businesses reducing commute needs, there are not any other land use mechanisms in place. Cheney makes up 2.5% of the Spokane County Population. Again, 54% of the people at EWU drive alone. This may be due to when classes are offered, and alternative transportation modes may not be convenient. There may be an opportunity to better sync-up class start times with bus arrival times.

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.²

- a. *Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.*

The CTR program will provide the City of Cheney an overall goal of reducing commute trips by 8% to 83%. A good goal to have. The current plan identifies current "Drive Alone" commute levels. The City of Cheney and EWU will look at opportunities to make headway in achieving that goal, in terms of infill development and STA bus lines. The City of Cheney will work with Police and Fire personnel to make sure their unique work schedules are accurately reflected in our CTR plan. Our current Cheney Comprehensive Plan does not have any objectives for CTR specifically related to land use and transportation within our plan, as the plan is silent on the topic. This is something we will look at when developing the 2026-2046 Comprehensive Plan in terms of specific goals and policies. As Cheney develops goals, policies and objectives in both the land use and transportation elements of the 2026-2046 Comprehensive Plan we will include opportunities to incorporate CTR.

3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.³

- a. *Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.*

Any reduction of the "Drive Alone" trips can help reduce greenhouse gas emissions and improve air quality. Other alternatives include public transit, electric vehicles, and alternative/compressed work

² Source: *The local CTR plan shall describe how the CTR program will help achieve the jurisdiction's broader land use and transportation goals. (WAC 468-63-040(2))*

³ Source: *The legislature also finds that increasing automotive transportation is a major factor in increasing consumption of gasoline and, thereby, increasing reliance on imported sources of petroleum. Moderating the growth in automotive travel is essential to stabilizing and reducing dependence on imported petroleum and improving the nation's energy security (...) The intent of this chapter is to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips. (RCW 70A.15.4000)*

schedules. Any reduction in vehicle trips will improve air quality, environment, need to sustain and continue to improve. One challenge Cheney does have is minimal options for carpooling and vanpooling due to the work schedule in Cheney. The vision for the City of Cheney included in the 2017-2037 Comprehensive Plan includes walkability, quality of place, trail network improvements, and other topic areas which correspond well with CTR goals.

- b. *Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.*

Again, the CTR program will provide a goal to work towards. High level climate objectives will be identified in our 2026 – 2046 Comprehensive Plan as part of the “Climate Resiliency” element. At the moment, the City of Cheney does not have any goals to reduce GHG emissions (though we may have some in 2026 at the completion of the Comprehensive Plan, which will be informed by this year’s CTR outreach activities) or any other environmental objectives. By driving less, fleet vehicles will last longer and will not need repairs and replacement as frequently. With HPT coming to Cheney, as well as the Comprehensive Plan update, there is the opportunity to look at development densities near HPT stops. As Cheney develops goals, policies and objectives in both the land use and transportation elements of the 2026-2046 Comprehensive Plan we will include opportunities to incorporate CTR.

4. Describe how your CTR program will help achieve regional and state objectives.⁴

- a. *Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.*

Reduce greenhouse gas emissions; improve air and water quality: The state and region both have key goals related to greenhouse gas emissions, as well as air and water quality at large. Every commute trip avoided or shifted from drive-alone to an alternative, more efficient commute mode reduces the environmental impacts of commuting. Additionally, the CTR program has potential to produce a positive synergy with other efforts to reduce greenhouse gas emissions, including EWU.

Reduce household transportation costs: To Reduce household transportation costs by encouraging people to use and feel comfortable using transportation options. The CTR Program also helps increase awareness of alternative commuting options and provides direct incentives to commuters who choose not to drive alone. Enhancing multi-modal transportation options can improve connections between residences and jobs while decreasing reliance on vehicle ownership. Relatedly, improving access and connection to multimodal transportation options has potential to strengthen the region’s economy.

Foster interagency collaboration: The requirements of the CTR program to consider state, regional and adjacent community goals naturally foster interagency collaboration which, in turn, yields a more integrated and robust multimodal transportation system that better meets the travel needs of all citizens.

- b. *List adjacent CTR-affected cities and counties.*

Spokane County, City of Spokane, City of Spokane Valley, City of Liberty Lake, City of Airway Heights, City of Cheney, City of Medical Lake

⁴ Sources: In their local CTR plans, local jurisdictions shall communicate what local, regional, and state benefits would be gained if the established targets were achieved. Benefits may include but are not limited to:

Regional transportation planning organizations (RTPOs) and WSDOT shall provide applicable data, if available, to assist this analysis. (WAC 468-63-030(3)(c))

The plan shall also discuss cross-boundary issues, such as passthrough commute patterns or larger regional issues, and how these affect the local CTR plan. (WAC 468-63-040(2)(a))

- c. *Describe the top few cross-border and regional transportation issues that affect your jurisdiction.*

Rural and Small City Transportation Options: As you leave the urbanized area, transportation mode choices become significantly more limited, including the historical development of the road network. This is not a problem unique to Spokane, but it impacts many members of our community. It would be beneficial to bolster connectivity between rural residents, small cities, and urban services.

Transit Connectivity: The region has a robust network of transit options through Spokane Transit Authority. However, the West Plains area has seen tremendous growth in recent years and is now in need of more connectivity to the region's broader transportation network. The West Plains is currently serviced by the West Plains Transit Center, but that facility is difficult to reach for many who live on the West side. Greater access to transit options would be beneficial on the West Plains. STA has discussed the idea of a loop bus that connects Cheney, Medical Lake and Airway Heights to the West Plains Transit Center. There has also been discussion regarding better connectivity with Spokane International Airport.

- d. *Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.*

Rural and Small City Transportation Options: It would be beneficial to bolster connectivity between rural residents, small cities, and urban services. This could be aided by increased transit options or shuttle services to rural areas, as another method of promoting commute alternatives. There may also be opportunities to make transit stops and Park and Rides more accessible when receiving grants or doing work on STA routes. Facilities such as the West Plains Transit Center and future routes such as Cheney Line HPT provide beneficial impacts to not only VMT per capita, but also air quality and quality of life.

Transit Connectivity: Greater access to transit options would be beneficial across the urban periphery, such as on the West Plains. For example, STA is increasing the regularity of high frequency routes to Airway Heights. Routes such as Route 61 will be increasing in frequency to every 15 minutes over the coming years. Division BRT promises to increase transit access and decrease bus travel times between the central business district and the north side. Additional high performance transit routes are being developed throughout the region.

Performance targets

5. List your jurisdiction’s CTR performance target(s).⁵

a. List performance targets that reflect only CTR-affected worksites.

Cheney selected Option 3 – Weighted average DAR (drive alone rate) of a locally specific percent for CTR-Affected worksites at the jurisdiction level. Cheney’s performance target is a 7% reduction in the DAR from the 2024 CTR survey baseline. This performance target was approved through the TDM Technical Committee on September 5, 2024.

b. List any additional performance targets.

Cheney is not using any other performance targets.

6. List the base value you’ll use for each performance target.⁶

a. For each performance target, provide the number you’ll use as the baseline (or starting number). You’ll measure the difference between this number and your results to report performance.

All worksites in Cheney conducted their CTR survey in the spring of 2024 and the results of the survey will be used as their baseline. Collectively amongst the worksites, the DAR for Cheney is 60.3%. Commute Smart Northwest has established performance targets for each worksite based on their 2024 CTR baseline survey results. The established performance targets for worksites will roll up resulting in a 7% reduction in the DAR for Cheney bringing the DAR down to 56.1% if achieved by all worksites. The following is the worksite performance target metric that will be used when worksites survey in 2026.

Worksite DAR Performance Target Metric

Worksite DAR Baseline	Performance Target Reduction
0 - 20%	1%
21 - 39%	3%
40 - 59%	4%
60 - 64%	5%
65 - 68%	6%
69 - 72%	7%
73 - 77%	8%
78 - 84%	9%
85 - 100%	10%

⁵ Source: The plan shall establish the jurisdiction's CTR goals and targets. (WAC 468-63-040(2)(b))

⁶ Source: The plan's measurement methodology shall be consistent with the measurement guidelines established by WSDOT and posted on the agency's website. (WAC 468-63-040(2)(c))

Performance targets will be evaluated and may potentially change after reviewing the CTR Survey results in 2026.

7. Describe the method you used to determine the base value for each target.

- a. Provide the source for each base value listed.*

All worksites in Cheney conducted their CTR survey in the spring of 2024 and the results will be used as their baseline.

8. Describe how you'll measure progress toward each target.

- a. List the method you'll use to measure progress for each target.*

All worksites affected by the CTR Law will conduct their CTR survey in 2026 and again in 2028 to measure the progress they've made from their 2024 baseline survey results.

9. List your jurisdiction's CTR-affected worksites.⁷

- a. List all your CTR-affected sites.*

City of Cheney

Eastern Washington University

Trans-System, Inc.

10. List a performance target for each CTR-affected worksite.⁸

- a. For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.*

Commute Smart Northwest will establish worksite performance targets during the 2023-2025 survey cycle.

11. List the base value you'll use for each site.

- a. For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.*

⁷ Source: The plan shall also identify the major employer worksites, including affected state agency locations, within the jurisdiction's affected urban growth area and any major employment installations. (WAC 468-63-040(2)(e))

⁸ Source: The plan shall describe the base year values and numerical targets for each major employer worksite required to participate in the CTR program. (WAC 468-63-040(2)(b))

All worksites in Cheney conducted their CTR survey in the spring of 2024. The results from the 2024 CTR Surveys will be used as their baseline.

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.⁹

Commute Smart Northwest (CSNW), a division of Spokane County Public Works will administer the requirements of the CTR Efficiency Act for the city of Cheney through an intergovernmental agreement according to their local CTR Plans and Ordinances.

CSNW will develop and implement a set of strategies that will help CTR worksites achieve their goals and performance targets for increasing the use of commute options while reducing vehicle miles traveled and greenhouse gas emissions including, but aren't limited to:

- Identify prospective worksites and notify them of legally required activities.
- Verify and maintain list of worksites and ETCs.
- Conduct required ETC Training twice a year for newly appointed ETCs.
- Provide outreach, consultation and technical assistance for worksite commute programs and employee surveys.
- Encourage ETCs to attend the Washington State Ridesharing Organization conference and other educational events.
- Host recognition and networking events.
- Send encouragement and reminder emails.
- Work collaboratively with Spokane Transit to provide updates and feedback to CTR employers on all STA projects and service improvements.
- Work collaboratively to provide updates and feedback to CTR employers on all projects and improvements that impact and encourage walking, bicycling and transit use within the City of Cheney and surrounding area.
- Develop and implement promotional campaigns that will encourage the use of commute alternatives.
- Collaborate with local agencies and organizations to enhance and improve CTR promotional efforts, media coverage, CTR events and joint projects to ensure maximum leverage and exposure.
- Provide promotional materials to promote and encourage transportation options.
- Administer Guaranteed Ride Home program for state agencies.

⁹ Source: The plan shall describe what local services and strategies will be implemented to achieve the plan's goals and targets, and how these services and strategies will support the CTR programs of major employers. Strategies may include, but are not limited to: (i) Modifications of local policies and regulations, including the transportation concurrency system, street design standards, parking, and zoning; (ii) Investments in services and facilities, including transit services, nonmotorized facilities and amenities; and (RCW 70.94.527(5))(iii) Marketing and incentives. Transit agencies shall work with counties, cities and towns as a part of their six-year transit development plan established in RCW 35.58.2795 to take into account the location of major employer worksites when planning and prioritizing transit service changes or the expansion of public transportation services, including rideshare services. (WAC 468-63-040(2)(d))

- Provide education about transit and Public Rideshare programs, incentives, and subsidies.
- Provide information to encourage employers to offer improved commute benefits.
- Provide training and technical assistance to employers conducting their CTR surveys every two years and as needed.
- Engage with employee's on CTR options and their benefits.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.¹⁰

- Identifying affected worksites will grow the program and encourage more employees to use commute options.
- CSNW will be conducting a comprehensive ETC Orientation class twice a year for newly affected ETCs, support ETCs, and/or for seasoned ETCs that want a refresher course. The orientation class gives newly appointed ETCs a foundation to successfully market and promote their CTR Program.
- CSNW meets annually or as needed with CTR employers to review and discuss their CTR program, review CTR survey results, review employer annual report, strategize improvements to help employers achieve their CTR targets and goals. Require employers to make program improvements and modifications as needed based on survey results.
- Continually educating ETCs is key to keeping them engaged and motivated to make their program a success.
- CSNW hosts quarterly ETC networking opportunities to update ETCs on promotions, CTR happenings, transportation related updates, STA and STA Rideshare updates, CTR events and provides ETCs an opportunity to network and learn what other ETCs are doing at their worksites.
- To increase engagement and participation amongst CTR worksites, CSNW implements a recognition program called Commute Smart Champions. Throughout the year, Employee Transportation Coordinators (ETCs) earn points in three different categories including Performance, Programming and Engagement. *Performance* points are earned through their CTR Survey results, *Programming* points are earned through CTR program elements at their worksite including subsidies, bike/walk facilities, offering teleworking/compressed work schedules, CTR Budget, guaranteed ride home, having a CTR committee, etc. and *Engagement* points are earned through ETC longevity, holding CTR/Rideshare events, attending ETC Networking events, and submitting Champion nominations. Employers can earn a Platinum, Gold, Silver or Bronze Employer Champion Award and will be recognized at the annual Commute Smart Champions gala event in front of elected officials, worksite executives, program managers, peers, partnering agencies and stakeholders. This program spurs competition, provides recognition, and motivates ETCs to continually improve their CTR programs.
- CSNW develops monthly or quarterly promotions with incentives to help ETCs promote and encourage their employees to use commute options. Posters, prize flyers, pre-written messages, graphics and more are provided to ETCs to market the promotions.

¹⁰ Source: The plan shall describe ...how these services and strategies will support the CTR programs of major employers. (WAC 468-63-040(2)(d))

- CSNW partners with various agencies to provide different messaging to our promotions and outreach efforts. Agencies include, but not limited to, are Spokane Regional Clean Air Agency, Spokane Transit/Spokane Transit Rideshare, Bike to Work Everywhere, Spokane Bike Swap, etc.
- CTR employers will receive promotional materials to post on their commuting option boards to be used specifically for promoting and encouraging transportation options. Each board displays the Employee Transportation Coordinator's (ETCs) name and contact information.
- State agencies are provided a Guaranteed Ride Home program at no cost. One of the biggest barriers for employees to use a commute option is if they have an emergency and don't have a ride home because they used a commute option. This program provides the ride home and eliminates the barrier. CSNW maintains all records and bills/reports to the state.
- Frequently CSNW partners with Spokane Transit and Spokane Transit Rideshare to help promote and educate ETCs on programs, incentives and subsidies they offer. This on-going partnership helps to inform ETCs of their options and encourages ETCs to participate and grow their CTR program.
- CTR Surveys are conducted every two years. The data collected is a reflection on how the worksite is making steps towards achieving their CTR performance goals.

14. Describe barriers your jurisdiction must address to achieve CTR targets.¹¹

a. Describe how you'll address these barriers.

As the city can afford it financially over time, the city would like to do more with complete streets and bike/pedestrian safety projects in select parts of towns where there have been pedestrian/car interactions. There have been some institutional/ employee trust barriers to allowing more employee flexibility. Commute flexibility will incrementally change over time based on regional expectations.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

CommuteFinderNW.com is a free on-line commute alternative matching service powered by Spokane Transit in coordination with Commute Smart Northwest. It provides employees with immediate results of others who are interested in carpooling, joining an STA Rideshare (formerly vanpool), and if there's not a match they can get bus route and park and ride information. ETCs can manage their worksite information and can download employee commute info to see if carpools or STA Rideshares can be formed with their employees.

GIS Maps, mapping where employees live with a dot on a map, are provided free of charge to worksites and can help ETCs see approximately where employees live to help assist in forming carpools and STA Rideshares. It also shows a 1-mile, 3-mile and 5-mile radius where employees live from the worksite. This assists ETCs in encouraging people that live close to the worksite to walk to work and to encourage employees that live 3 to 5-miles from the worksite to bicycle to work.

CommuteSmartNW.org has a plethora of information on commuting and commute options. It has detailed information about our monthly campaigns and prizes given away each month for employees that participate by using a commute option to work. It also houses our commute calendaring platform where employees can sign up and log how they got to work each day and is linked to the ETCs worksite. By logging their participation on their commute calendar, employees are automatically entered into the prize drawings once they reach the days

¹¹ Source: The plan shall evaluate the existing barriers to the success of the CTR program and identify how the jurisdiction and its partners can overcome these barriers. (WAC 468-63-040(2)(a))

required to participate to be eligible. On the backend, ETCs have the ability to see all of their worksite and employee data. They can see who is participating, what mode they are using and can also pull data/run reports. This provides an ongoing management tool to ETCs for their Commute Smart program.

CTR Survey Tool is provided online by WSDOT and hosts the platform for conducting the bi-annual CTR Surveys. CSNW and ETCs have administrative access and can run reports on CTR Survey results. It also provides a platform for ETCs to submit their employer annual report.

Cheney will implement the tools listed above through community and worker engagement via email and other media to let people know of the TDM strategies and technologies that are available to them.

16. Transcribe or link to your local CTR ordinance.¹²

https://library.municode.com/wa/cheney/codes/code_of_ordinances?nodeId=TIT11TR_CH11.80COTRRE

The CTR Ordinance can also be found on CommuteSmartNW.org with this link,
<https://commutesmartnw.org/documents/SPOKANE-COUNTY-ORD-2010.pdf>

¹² Source: *The plan shall describe the requirements for major employers that will be outlined in the local ordinance. (WAC 468-63-040(2)(e))*

17. Describe your financial plan.¹³

a. *Describe the estimated average annual costs of your plan.*

The CTR program in the City of Cheney is administered by Spokane County’s Commute Smart Northwest office through an inter-local agreement. State funding is allocated and based on the approved state budget and on how many affected worksites are in the City of Cheney.

State funding for CTR implementation in Spokane County \$ 325,500

- *Cheney’s allocation with 3 affected worksites \$ 10,111*

2023 – 2025 and 2025-2027 Regional Mobility Grant \$ 106,339

- *Commuter Revitalization Project, provides incentives to participants*

2024 – 2026 CMAQ Grant \$ 330,641

- *Downtown TDM & CTR Education & Outreach Project*

b. *Describe likely funding sources, public and private, to implement your plan.*

State funding and the Regional Mobility grant are provided through WSDOT. The CMAQ grant is federal funds.

18. Describe your implementation structure.¹⁴

a. *Describe who will conduct the activities listed in your plan.*

Cheney has contracted with Spokane County’s Commute Smart Northwest Office to implement and administer the city’s CTR Plan.

b. *Indicate who will monitor progress on your plan. List job title, department, and name.*

LeAnn Yamamoto, TDM Manager for Spokane County’s Commute Smart Northwest Office will manage and monitor the overall CTR plan.

19. List your implementation schedule.¹⁵

¹³ Source: The plan shall describe the funding revenues from public and private sources that are reasonably expected to be available, as well as the expected costs, to implement the plan and achieve its goals and targets. (WAC 468-63-040(2)(g))

¹⁴ Source: The plan shall describe how the various strategies identified in the CTR plan will be implemented, either by the local jurisdiction, its partners, or its contracting partners... (WAC 468-63-040(2)(h))

¹⁵ Source: The plan shall describe ...when the elements of the plan are expected to be implemented. (WAC 468-63-040(2)(h))

a. Provide the timeline for anticipated projects.

Actions 1 st Biennium, July 2025 – June 2027	Actions 2 nd Biennium, July 2025 – June 2027
<p>Identify, monitor and manage affected CTR worksites and Employee Transportation Coordinators.</p> <p>Provide required training to newly appointed ETCs twice a year.</p> <p>Review employer annual reports and provide feedback for program improvements as needed.</p> <p>Provide training and technical assistance to worksites for conducting their CTR Survey every two years.</p> <p>Provide ETC networking events.</p> <p>Develop and implement promotional campaigns that will encourage the use of commute options.</p> <p>Administer Guaranteed Ride Home program for state agencies.</p> <p>Manage and facility Commute Smart Champions recognition program.</p> <p>Conduct financial and program management.</p> <p>Collaborate with stakeholders to enhance and strengthen TDM strategies and CTR program.</p>	<p>Identify, monitor and manage affected CTR worksites and Employee Transportation Coordinators.</p> <p>Provide required training to newly appointed ETCs twice a year.</p> <p>Review employer annual reports and provide feedback for program improvements as needed.</p> <p>Provide training and technical assistance to worksites for conducting their CTR Survey every two years.</p> <p>Provide ETC networking events.</p> <p>Develop and implement promotional campaigns that will encourage the use of commute options.</p> <p>Administer Guaranteed Ride Home program for state agencies.</p> <p>Manage and facility Commute Smart Champions recognition program.</p> <p>Conduct financial and program management.</p> <p>Collaborate with stakeholders to enhance and strengthen TDM strategies and CTR program.</p> <p>Facilitate development activities for 2029-2033 CTR Plans.</p>

20. Describe the CTR plan for jurisdiction employees.¹⁶

a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.

Marketing materials showcasing the benefits of CTR. City policies encourage public transit, carpooling, other alternative modes of transit, compressed work schedules and other flexible options to achieve our goals. Craig Wahl with the City of Cheney markets the CTR program to city employees, including current initiatives provided to him from Commute Smart Northwest. Cheney Municipal Code 11.80 discusses the Commute Trip Reduction program for the City of Cheney

¹⁶ Source: The plan shall also describe the program that the local jurisdiction will offer to its employees. (WAC 468-63-040(2)(e))

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.¹⁷

a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?

Employees who participate in CTR will help us reach the targets for both the local and the regional CTR plan.

¹⁷ Source: The plan shall also describe the program that the local jurisdiction will offer to its employees and how this contributes to the success of the overall plan. (WAC 468-63-040(2)(e))

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

Spokane Transit Agency

23. List the transit plans you reviewed while developing this plan.

- Connect Spokane: A Comprehensive Plan
- STA Moving Forward (Future 10-year plan, Connect 2035)
- Transit Development Plan
- Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)

The transit plans listed above discuss transit options to Cheney and EWU. As population or demand grows, additional service and/or frequency may be added at STA’s discretion.

24. Describe how this CTR plan supports the transit plans.

The City of Cheney’s CTR Plan encourages the use of public transit. City employees are encouraged to use transit, carpooling, or other alternative modes that support progress towards CTR targets.

With the new HPT coming to Cheney, the CTR Plan will continue to encourage usage of these lines to connect students and workers between Spokane’s central business district and Cheney. This increase in transit frequency bolsters transit connectivity regionwide and makes utilization of STA routes more viable for Cheney residents.

25. Describe any comprehensive plan updates that are needed and when they will be made.¹⁸

The City of Cheney will be going through a Comprehensive Plan update in 2025-26. As part of that plan update, additional CTR strategies may be incorporated.

¹⁸ Source: The local jurisdiction shall review the local comprehensive plan to ensure that it is consistent with the local CTR plan. If the local jurisdiction determines that the local comprehensive plan needs to be updated or amended to be consistent with the local CTR plan, the local jurisdiction shall identify in the local CTR plan what changes may be needed and when the changes will be made. (WAC 468-63-040(1)(c))

Engagement

26. Describe stakeholder engagement.¹⁹

a. Who did you talk to?

- SRTC led a thorough regionwide outreach campaign around CTR, including fliers, a virtual open house, participation in public events, and inter-agency coordination surrounding public engagement. Jurisdictions were encouraged to share their public engagement opportunities and events through the SRTC shared Google Drive for CTR to avoid survey/engagement fatigue amongst the communities of our region. The shared Google Drive also served as a list of potential opportunities for collaboration amongst participating agencies, which led to several successful joint events.
- SRTC put-up fliers at six different community centers, participated in a variety of events where CTR outreach was a primary focus, and launched a region wide public survey to gather feedback on the region's needs around Commute Trip Reduction.
- SRTC and local agencies participating in CTR Plan Updates engaged the public and promoted information related to CTR at public events throughout the whole region.
- SRTC and Commute Smart Northwest provided a presentation to the City of Spokane Community Assembly PeTT (Pedestrians, Traffic, and Transportation) Committee. SRTC also provided information at public meetings to each of its advisory committees and its Board of Directors.
- The survey garnered 246 total responses across the region and 17 responses for the 99004 Zip Code (Cheney and surrounding area) in and around our planning area.
- There was significant geographic diversity in the responses from the regional survey. The regionwide survey received input from citizens who live or work in 29 zip-codes across Spokane County, additionally, 3 Idaho zip-codes contributed to the survey.

b. A roster of public events and engagement opportunities is included with our response to 26b. *When did you talk to them?*

- SRTC, along with Commute Smart Northwest, began designing regionwide CTR outreach materials in March. The outreach campaign started on March 28th at an STA Open House event in Airway Heights and ran through September 10th at 4pm when the survey stopped accepting responses. The public was engaged in person at least once per month during that period, and social media posts were shared by multiple agencies throughout the process.

¹⁹ Sources: The plan shall be developed in consultation with local transit agencies, the applicable regional transportation planning organization, major employers, and other interested parties. (RCW 70A.15.4020(4))

The local jurisdiction shall invite, as appropriate, representatives of major employers, local transit agencies, the applicable RTPO, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, pedestrian and bicycle advocacy organizations, public health agencies, tribal governments, and residents, employees and businesses that will be affected by the CTR plan to participate in the development of the local CTR plan.

The state intends for the invited partners to work collaboratively with the local jurisdiction by providing data and plans and discussing opportunities, including new and reprioritized investments and policy changes, to reduce drive-alone commute trips in the jurisdiction and increase transportation access to affected major employer worksites. (WAC 468-63-040(1)(b)(i))

The plan shall include documentation from the local jurisdiction that verifies consultation with employers, transit agencies and others to develop the plan. (WAC 468-63-040(2)(f))

Agency Performing Outreach	Date	Event Type
CSNW	5/17/24	University and College Student Outreach (Spokane Falls Community College, Spokane Community College, Whitworth University, Gonzaga University, Eastern Washington University)
Cheney	8/31/24	Cheney September Utility Bill and Newsletter

- In addition to the above listed public events and engagement opportunities, a series of social media posts were made by SRTC and its partner agencies. A list of social media posts and their contents is included in the table below:

Agency Posting Outreach	Date	Platform	Content Posted
Cheney	8/22/24	Parks and Rec. Facebook	CTR Survey, reminder to participate

- Additionally, outreach events in other parts of the Spokane region, performed by Commute Smart Northwest, SRTC, and other agencies, generated numerous survey responses and public comments. A full roster of outreach events and social media posts is included in the tables below.

General Outreach Events, Distribution of Physical Materials, Newsletters

SRTC	3/28/2024	Public Event: STA Open House - Airway Heights Library
SRTC	4/9/2024	Public Event: STA Open House - STA Plaza
SRTC	4/20/2024	Public Event: Spokane Bike Swap
SRTC	5/11/2024	Public Event: Asian Native Hawaiian Pacific Islander Heritage Festival at Riverfront Park
CSNW	5/17/2024	University and College Student Outreach
SRTC	6/1/2024	Public Event: Felts Field Neighbor Day
SRTC	6/10/2024	Public Event: Spokane Transit Authority Transit Development Plan Open House
SRTC	6/15/2024	Public Event: Juneteenth Celebration
City of Spokane, SRTC	6/18/2024	Public Event: Summer Parkways
SRTC	6/19/2024	Flyer Distribution: Spokane Public Libraries
SRTC	6/19/2024	Flyer Distribution (Variety of locations)

SRTC	6/22/2024	Public Event: Liberty Lake Farmers Market
CSNW	6/25/2024	Presentation to Neighborhood Community Assembly - City of Spokane
SRTC	7/15/2024	APA Washington Inland Empire Section email blast
SRTC	7/15/2024	Flyer Distribution
SRTC	8/6/2024	Email blast to neighborhood councils, community orgs., and other stakeholders regarding CTR and Virtual Open House.
SRTC, CSNW	8/8/2024	Public Event: STA Plaza Kiosk
City of Spokane, SRTC	8/17/2024	Public Event: Unity in the Community
SRTC, CSNW	8/21/2024	Public Event: CTR Virtual Open House
Airway Heights	8/23/2024	HOA BBQ
Airway Heights	8/24/2024	Public Event: Airway Heights Day
SRTC, CSNW, City of Spokane	8/31/2024	Public Event: El Mercadito
Cheney	8/31/2024	Cheney September Utility Bill and Newsletter
Spokane Valley	July	Newsletter
STA	July-August	STA communications team sharing via social media campaign + creating little videos at plaza to showcase CTR
Cheney	September	Parks & Rec Facebook page, City website, and newsletter
Medical Lake	Various dates	Medical Lake Farmers Market
Liberty Lake	August	Liberty Lake Farmers Market

Social Media

Agency Posting CTR Social Media Outreach	Date	Platform	Content Posted
SRTC	5/29/2024	NextDoor	CTR general information and survey link
SRTC	5/30/2024	Facebook	CTR general information and survey link

SRTC	5/30/2024	X	CTR general information and survey link
SRTC	5/30/2024	LinkedIn	CTR general information and survey link
SRTC	5/30/2024	Instagram	CTR general information and survey link
City of Spokane	7/11/2024	Constant Contact Monthly Housing Newsletter	CTR general information and survey link
SRTC	7/3/2024	X	CTR general information and survey link, including Spanish language.
SRTC	7/3/2024	LinkedIn	CTR general information and survey link, including Spanish language.
SRTC	7/3/2024	Instagram	CTR general information and survey link, including Spanish language.
SRTC	7/3/2024	Facebook	CTR general information and survey link, including Spanish language.
SRTC	7/2/2024	NextDoor	CTR general information and survey link, including Spanish language.
SRTC	7/18/2024	X	Outreach & promotion for CTR Virtual Open House
SRTC	7/18/2024	LinkedIn	Outreach & promotion for CTR Virtual Open House
SRTC	7/18/2024	Instagram	Outreach & promotion for CTR Virtual Open House
SRTC	7/18/2024	Facebook	Outreach & promotion for CTR Virtual Open House
SRTC	7/18/2024	NextDoor	Outreach & promotion for CTR Virtual Open House
Spokane Journal of Business	7/23/2024	Morning Edition for Tuesday	CTR Survey
SRTC	7/24/2024	Facebook	CTR Survey, reminder to participate
SRTC	7/24/2024	LinkedIn	CTR Survey, reminder to participate
SRTC	7/24/2024	X	CTR Survey, reminder to participate
City of Spokane	8/5/2024	Facebook, X	Shared SRTC's posts from July 18th on all social platforms
Liberty Lake	8/21/2024	Facebook	CTR Survey, reminder to participate

SRTC	8/21/2024	Facebook	CTR Virtual Open House reminder
SRTC	8/21/2024	X	CTR Virtual Open House Reminder
SRTC	8/21/2024	LinkedIn	CTR Virtual Open House Reminder
Cheney	8/22/2024	Parks and Rec. Facebook	CTR Survey, reminder to participate

c. *What did they have to say?*

- The most selected mode for the survey question that asked respondents to indicate their daily commuting choices was driving alone. For each traditional workday (M-F), approximately half of all respondents indicated that they drive alone. Transit and teleworking were the second and third highest choice respectively, Monday through Friday.
- Most respondents indicated they do not work Saturday and Sunday. However, among respondents who do work Saturdays and Sundays, driving alone was the most selected response. Transit and walking were the second and third highest choice respectively on both Saturday and Sunday.
- 78.05% of all respondents indicated that they work full-time (32 or more hours per week).
- 65.85% of all respondents indicated that they work a traditional five 8-hour day work schedule.
- When respondents were asked why they use alternative commuting options, they were given a list of reasons and could choose as many as applied. Out of the total responses to the survey question, two stood out: 18.70% of total responses indicated that they use commute options to save money, while 19.60% indicated that they use commute alternatives for environmental and community benefits. The survey question also included an “other” option and an opportunity to provide comments. Public comments are summarized below.
- When respondents were asked about their barriers to utilizing commute alternatives (and reducing drive alone trips), they were given a list of reasons and could choose as many as applied. Out of the total responses to the survey question, two stood out: 16.93% of respondent answers indicated that riding the bus is either inconvenient or takes too long, while 14.49% said that they liked the convenience of having their car with them. The survey question also included an “other” option and an opportunity to provide comments. Public comments are summarized below.
- An additional general public comment box (optional) was included at the end of the survey. Public comments are summarized below.
- The exact numbers, including all options available for each question and all comments, are included in the full public survey output data available (as an excel file) to the State upon request.

d. *How did what they said influence the plan?*

- Public comments received by SRTC as part of the regionwide outreach effort were shared among all participating local agencies as well as Spokane Transit Authority.

- Public comments were taken into account when drafting regionwide goals and strategies, and comments may also be taken into account during the city’s comprehensive plan update.

27. Describe vulnerable populations considered.

- During the SRTC-led multi-agency regionwide outreach effort, the following groups and communities were specifically considered. The numbers provided are for the County:
 - Racial and Ethnic Minorities:
 - Of the 549,690 total residents approximately 82.9% are white / non-Hispanic. Approximately 17.1% of the of residents identified as mixed-race, nonwhite, or Hispanic. (American Community Survey 2022 1-Year Estimates)
 - Low Income Poverty can be a barrier to efficient transportation.
 - Of the population for whom poverty status is determined, approximately 12.3% live below the official poverty level. For the population ages 18-34, approximately 16.8% live below the poverty level (American Community Survey 2022 5-Year Estimates). Approximately 27.5% of the population for whom poverty status is determined have incomes below 200% the federal poverty level. (ACS 2022 5-Year Estimates).
 - In 2022, the median household income in Spokane County was \$69,070, significantly lower than the Washington state and national averages of \$91,306 and \$74,755, respectively (2022 ACS 1-Year Estimate).
 - National Origin and Limited English Proficiency: Approximately 7.2% of Spokane County’s population ages 5 years and older speaks a language other than English at home. That value includes approximately 36,763 individuals. Approximately 2.6% of the population ages 5 years and older speaks English “less than very well”. That value includes approximately 13,030 individuals (ACS 2022 5-Year Estimates).
 - Spanish, Russian, Ukrainian, and Vietnamese are the most prevalent spoken languages in Spokane county other than English.
 - The 2022 American Community Survey 5-Year Estimates indicate that approximately 3.1% of Spokane County Households are Spanish-speaking. Approximately 3% of Spokane County households speak another (non-English) Indo-European language.
 - Data from the 2019 American Community Survey indicates more detail:
 - Approximately 3.17% of Spokane County households are Spanish speaking.
 - Of those, approximately 7.5% (or 0.24% of all households) report speaking English “less than very well”.
 - Russian and other Slavic languages are spoken in approximately 1.63% of Spokane County households.
 - Approximately 17.4% of Russian/Slavic speaking households (or 0.28% of all households) report speaking English “less than very well”.
 - Due to large margins of error in the data, the numbers of LEP Spanish and Slavic-language-speaking households are considered statistically equivalent.
- An important note on engagement with vulnerable populations:

- While developing the regionwide public survey for the CTR Plan update in collaboration with local agencies, SRTC set a goal to record respondents' origins and destinations as part of the survey questions. Because it is invasive to ask for specific locations, and because survey respondents seldom know their local census tracts, ZIP codes were used to record generalized origins and destinations.
- As a result of this, the below information on engagement with vulnerable communities is based on the census tracts that participate in ZIP codes, as well as the in-person lived experience engaging people (for example, at events) as part of the outreach process.

28. Describe engagement focused on vulnerable populations.

a. Who did you talk to?

- Low-income communities: Lower income communities are well distributed throughout the Spokane Region. CTR content was promoted, and public engagement was encouraged, throughout communities that host a high proportion of low-income residents. The City of Airway Heights, much of the City of Cheney, East Central Spokane, parts of North Central and Northeastern Spokane, and part of North Spokane Valley all score at least a 9 (out of 10) for socioeconomic vulnerability according to the State of Washington's Environmental Health Disparities (EHD) Map. Numerous other census tracts throughout the region score either 7 or 8. The regionwide public outreach effort included substantial outreach in lower income communities. The CTR Plan update was discussed, and public engagement was encouraged at a variety of public events held in and adjacent to lower income areas. These events included:
 - Multiple events at the downtown Spokane Transit Plaza
 - Juneteenth at the Martin Luther King Jr. Community Center in East Central Spokane
 - Airway Heights Day and the HOA Barbeque in Airway Heights
 - STA Open House at the Airway Heights Library
 - ANHPI Heritage Day and Unity in the Community in downtown Spokane
 - Spokane Bike Swap at the Spokane County Fairgrounds
- SRTC's CTR outreach also included outreach to the libraries, who provide numerous services to low-income residents. Spokane County Library District and Spokane Public Libraries both posted fliers at each of their locations that informed readers about CTR and asked them to participate in our regionwide survey.
- Neighborhood council representatives from lower income communities in the City of Spokane were also specifically engaged, including general outreach, CTR public surveys, and invitations to the CTR virtual open house. Informational fliers that directed members of the public to the public survey were distributed at numerous sites in lower income census tracts, including community centers, grocery stores and other businesses, libraries, and recreation centers. University and college students, another important lower income cohort in the Spokane region, were specifically engaged through university outreach performed by Commute Smart Northwest.
- Hispanic/Latino community: According to the 2022 American Community Survey, Spanish is the second most widely spoken language in Washington state (behind English), and it is also the second most widely spoken language in Spokane County. Latinos en Spokane was contacted via phone and email. SRTC also contacted Mujeres in Action (MiA) Spokane and AHANA (Asian, Hispanic, African, and Native American Multi-Ethnic Business Association) via email. Throughout the CTR outreach and

public engagement process, SRTC made an effort to engage Spokane's Hispanic and Latino communities with content in both English and Spanish. SRTC participated at Latinos en Spokane's El Mercado market with a professional Spanish interpreter.

- Spanish language fliers and a Spanish language CTR survey – vetted by Spanish-speaking staff with Ardurra – were provided for distribution alongside English materials. Fliers were posted at locations in areas with a significant number of Spanish language speakers, such as downtown Spokane and Airway Heights. Spanish language CTR content was posted to SRTC social media accounts. SRTC also reached out to AHANA (Asian, Hispanic, African, and Native American Multi-Ethnic Business Association), Latinos en Spokane and Mujeres in Action to invite community representatives to the CTR virtual open house, which was held on August 21. The City of Airway Heights is also home to a significant number of Spanish-speakers, and CTR public outreach was conducted at two public events in Airway Heights. SRTC also reached out to organizations that work with refugees, including refugees from Latin America, such as Thrive International, International Rescue Committee (IRC), and World Relief.
- Slavic community: Spokane Slavic Association was contacted via phone and email. Fliers were posted at locations in areas with a significant number of Slavic language speakers, such as the Northeast Community Center and Hillyard Public Library. SRTC also contacted the Spokane Slavic Association to invite community representatives to attend the CTR virtual open house, held on August 21.
- Tribal communities: SRTC and Commute Smart Northwest reached out to both the Kalispel and Spokane Tribes via email to discuss Commute Trip Reduction planning and programming. The tribes were invited to SRTC's CTR virtual open house. SRTC also reached out to AHANA (Asian, Hispanic, African, and Native American Multi-Ethnic Business Association), the American Indian Community Center in Spokane, and The Native Project to spread the word about the opportunity to provide public input related to CTR and to invite community members to the CTR virtual open house. Fliers were posted at locations that serve members of Spokane County's tribal communities, such as the Yoke's Fresh Market and Recreation Center in Airway Heights.
- Asian, Native Hawaiian, Pacific Islander (ANHPI) communities: SRTC participated in the Asian, Native Hawaiian, Pacific Islander (ANHPI) Heritage Day event at Riverfront Park on May 11. Asians for Collective Liberation (ACL) and AHANA (Asian, Hispanic, African, and Native American Multi-Ethnic Business Association) were also contacted via email. Fliers were distributed at locations that serve adjacent communities where >5% of residents are Vietnamese speakers, such as the Thor/Freya Fred Meyer and Martin Luther King Jr. Community Center in East Central Spokane. SRTC participated in the Juneteenth Celebration at the Martin Luther King Jr. Community Center, located in a neighborhood with >5% Vietnamese speakers. SRTC also contacted ACL and AHANA to invite community members to the CTR virtual open house, held on August 21. Additionally, SRTC reached out to organizations that work with refugees, such as Thrive International, International Rescue Committee (IRC), and World Relief.
- African American community: As described above, SRTC engaged the public regarding CTR at the Juneteenth celebration at the Martin Luther King Community Center in East Central Spokane. Over the summer, additional public outreach materials were distributed at the Martin Luther King Community Center, including fliers and surveys. SRTC reached out to the Carl Maxey Center by phone and email. SRTC also reached out to both community centers to invite participants to the CTR virtual open house. SRTC reached out to the Spokane NAACP via email. The census tract including the City of Airway Heights as well as the adjacent Fairchild Air Force Base also host some of the largest percentage of minority residents in the entire Spokane region. Outreach activities in Airway Heights are described in greater detail above but include both public events and distribution of fliers and surveys.

- Age dependent population: Age dependency describes the youngest and oldest cohorts in a population – those too young or too old to hold a full-time job. Age dependent residents are well distributed throughout the Spokane Region. CTR content was promoted, and public engagement was encouraged, throughout communities that host a high proportion of age dependent residents. As part of the regionwide outreach campaign, SRTC connected with the Southside Community Center, a senior center in the city of Spokane, and distributed fliers and directions to access our public survey. Fliers and CTR materials were also distributed at other community centers around the region that provide resources for seniors. Additionally, SRTC participated in public events in census tracts with a high proportion of age dependent residents, such as the Liberty Lake Farmers Market and Spokane Summer Parkways. Though most college and university students are old enough to not count as age dependent, many are also transitioning to full-time work. University and college students were specifically engaged through outreach to local colleges and universities performed by Commute Smart Northwest.
- Limited-mobility population: As part of its indicators of potential disadvantage (IPDs), SRTC tracks and maps the distribution of households without access to vehicles. Whether due to economic circumstances or by choice, many households in the greater Spokane region have no vehicle available. High concentrations of these households exist near the City of Spokane’s downtown and lower north side. There is also a concentration of homes without vehicle access in far north and northeastern Spokane. The regionwide outreach effort included public events in census tracts with a high proportion of carless households, including multiple events at the downtown Spokane Transit Plaza, Juneteenth at the Martin Luther King Jr. Community Center, ANHPI Heritage Day, and Unity in the Community. SRTC also promoted CTR and engaged the public at the Spokane Bike Swap, an event targeted towards cyclists and other users of active transportation.
- A second indicator that may indicate limited mobility is disability status. As part of its IPDs, SRTC also maps the population living with disabilities. Residents with disabilities are well distributed throughout the Spokane Region. Areas with especially high concentrations include downtown Spokane, parts of Central and East Central Spokane, Northeast Spokane, Airway Heights and the rural West Plains. As part of the regionwide CTR outreach effort, SRTC staffed a table at numerous accessible public events hosted by federal aid recipients, such as the Spokane Bike Swap and STA Open Houses. SRTC and local agencies also engaged the public regarding CTR at events in census tracts with a high proportion of residents living with disability. These include Juneteenth at the Martin Luther King Jr. Community Center, ANHPI Heritage Day, Unity in the Community, and more. A full schedule of SRTC outreach activities is included above.
- All community stakeholders referred to above, as well as all neighborhood council chairs in the City of Spokane, were invited to SRTC’s CTR virtual open house.

b. When did you talk to them?

- The regionwide outreach effort began in March and ran through the first week of September.
- A full list of public events and engagement opportunities (with dates) is included above as part of question 26.
- Remarks on targeted outreach to vulnerable communities are also included above as part of question 28a.

c. What did they have to say?

- A survey respondent from the Hispanic community indicated that there is a need for improved road signage for bicycles.

- Survey respondents from areas with high proportions of limited-English, age-dependent, low-income, minority, and low-vehicle ownership communities called for increased frequency and expansion of bus routes to allow for a more economical and environmentally friendly commute. As part of these comments, light-rail was identified as a solution by a handful of respondents.
- Respondents from low-income and minority communities identified childcare as a concern when using transit options. Respondents also indicated a vehicle is needed in case of emergencies. Similar concerns were shared about using low-frequency transit routes with children.
- Multiple survey respondents from low-income communities identified that there is a lack of safe bicycle routes in their neighborhoods and/or along their commute routes.
- Some survey respondents from limited-English proficiency communities commented that they prefer using transit to not have to deal with vehicle traffic.
- Several survey respondents from ZIP Codes which contain census tracts with elevated concentrations of more than one vulnerability metric identified cost as a barrier to using the transit system. Many respondents called for free or reduced fares on the buses.
- Several survey respondents from ZIP Codes which contain census tracts with elevated concentrations of more than one vulnerability metric indicated that STA is their only way of getting around, and that they do not own a vehicle.

d. How did what they said influence the plan?

- Vulnerable population feedback was considered when developing solutions to cross-border and regionwide transportation barriers, including barriers related to commute alternatives.
- Transit oriented development would significantly benefit most of these vulnerable populations, and as such is cited as useful strategy.
- The feedback from vulnerable communities also identified other barriers to commuting alternatives. These are detailed above but include childcare and ADA accessibility.
- Overall, most of the responses to the regionwide public survey called for continued improvements to the transit system.
- Feedback from the regionwide public survey is also being used to inform the development of SRTC's metropolitan transportation plan update, Horizon 2050, to be completed in 2025.
- To help ensure an effective approach across all jurisdictions participating in CTR, the regionwide survey data and comments received throughout the public engagement process were shared by SRTC and Commute Smart Northwest as well as participating local agencies and Spokane Transit.

29. List employers' suggestions to make CTR more effective.²⁰

Supplemental questions were asked in the CTR Survey with over 550 responses. The following were commonalities that would help encourage employees to use commute options:

- Increase opportunities to telework
- Providing flexible schedules

²⁰ Source: *The state intends for the plan to be a mechanism through which employers can describe what policy changes, services and support they need to make their CTR programs more effective. (WAC 468-63-040(2)(a))*

- Providing a guaranteed ride home for emergencies when using a commute option
- Provide bus/vanpool subsidies
- Employer shuttle access
- Bus routes directly to Cheney
- Bus stops closer to home
- Incentives for carpooling, bicycling and walking
- Ridematching assistance/help finding a carpool partner or joining a vanpool
- Secure bike parking, showers and lockers
- Dedicated parking for carpools and vanpools

Upon request, Commute Smart Northwest can provide a spreadsheet with a complete list of questions and answers from each CTR affected employer in Cheney.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

Public comments indicated that transit routes are not frequent enough or that origin/destination options for transit routes in Cheney are limited. Comments also noted that bus schedules may not be a good match with work schedules, bicycle routes and facilities could be safer, and that a commuter rail option would make commutes more convenient.

Public comments were taken into account when drafting regionwide goals and strategies. As the City of Cheney updates its Comprehensive Plan between 2024 and 2026, there will be opportunities to engage different population groups, including vulnerable populations. As the community engages with those groups, we will have an opportunity to refine our CTR program in future years.

Regional transportation planning organization CTR plan review

RTPO comments

SRTC reviewed this document and determined it to be consistent with the region’s CTR Plan as well as other regional planning documents.