

**SPOKANE REGIONAL  
TRANSPORTATION COUNCIL**

***SRTC***

*Spokane Regional Transportation Council*

**2009 Unified Planning Work Program  
Annual Report**

July 27, 2009

**Prepared By:**

**Spokane Regional Transportation Council  
221 West First Avenue, Suite 310  
Spokane, Washington 99201  
(509) 343-6370**

## **Introduction:**

Each year the Spokane Regional Transportation Council (SRTC) conducts a series of work activities that are based on a collaborative process with local, state, and federal agencies. These work activities are conducted to assess and plan for existing and future transportation needs of the Spokane Metropolitan Area. To identify tasks that will be undertaken, SRTC develops a Unified Planning Work Program (UPWP). The UPWP provides a general overview of the existing transportation issues facing the Spokane area, the working relationships established to conduct the planning efforts, and the specific work tasks that will address the transportation planning issues that have been identified for study. In addition, the UPWP also includes a budget that allocates transportation resources by major task category in order to identify the level of effort required for each task in the upcoming fiscal year. The UPWP is typically amended throughout the year to address emerging issues or re-align resources to match the actual level of effort that may not have been anticipated when the original UPWP was adopted.

## **Finances:**

The UPWP identifies the financial resources that are anticipated to be used for transportation planning during each fiscal year that runs from July 1<sup>st</sup> through June 30<sup>th</sup> of the following year. These financial resources come from a variety of sources such as Federal Highway Administration (FHWA) planning funds (PL funds), Federal Transit Administration (FTA) planning funds (Section 5303), Regional Transportation Planning Organization (RTPO) funding via WSDOT, and funding from local jurisdictions and agencies. For some projects, additional planning funding is supported through other programs such as Surface Transportation Program (STP) Urban funds, FTA Section 5307 funding, or Congestion Management Air Quality (CMAQ) funding. In each case, the non-traditional planning funds are allocated to projects that will lead to specific products that are a necessary part of the transportation planning process or that will significantly aid in understanding the regional transportation system and specific recommendations.

For fiscal year 2009, SRTC had a final approved UPWP budget of \$1,546,654.00. These funds were allocated into eleven different program areas to assign a level of effort to undertake the task. These program areas included:

<b><u>Task</u></b>	<b><u>Task Name</u></b>	<b><u>Budget</u></b>
44402	Metropolitan Transportation Plan	\$ 45,349
44403	Transportation Corridor Analyses	90,563
44404	Congestion/Concurrency Management/SRTMC	321,000
44405	Program Management and Administration	56,795
44406	Interlocal Coordination	365,766
44407	Annual Documentation/Visualizations	8,368

44408	Regional Transportation Modeling	311,686
44409	Transportation Geographic Services	190,744
44410	Transportation Safety/Security Planning	1,000
44411	Base Line Data Collection Program	21,873
44412	Transportation Air Quality Planning	<u>133,510</u>
	Total:	\$ 1,546,654

**Major Accomplishments:**

During fiscal year 2009, the SRTC Board completed its annual amendment process for the Metropolitan Transportation Plan (MTP) focusing on Goals & Policies, Population & Employment, and the existing transportation system. SRTC also adopted and received approval of the Public Involvement Plan.

The most demanding activity in FY 2009 was the complete data review, network retooling, calibration and validation of SRTC’s regional travel demand model. With the assistance of contract support from HDR Inc., SRTC staff completely deconstructed and then reconstructed the travel demand model all the way from the 2005 Household travel survey, to land use, road and network verification, traffic volume comparisons between actual and predicted traffic, and then into development of future travel demand forecasts. After a series of advisory committee meetings and presentations, the SRTC Board received the final report in June 2009, completing one of the most arduous and inclusive activities ever conducted by the travel demand modeling staff at SRTC.

Another major task for FY 2009 was providing modeling support for various local and regional plans and projects being considered in the metropolitan area. This included comprehensive plan changes and major new developments.

The most significant modeling support activity was the development and distribution of the East Valley/West Rathdrum Prairie (EV/WRP) model. This travel demand model was the outgrowth of integrating both the Kootenai and Spokane model sets using more discrete information from the 2005 Household survey that was prepared by Nu-Stats Inc. for the bi-county area. The EV/WRP model is now being used as part of several studies located on the Washington-Idaho border.

In the second quarter of the fiscal year, erroneous data was found in some of the future land use files used in the EV/WRP model. As a consequence, analysis previously prepared had to be re-visited during the third quarter to determine the impact these errors had on various studies, delaying the completion of a couple major studies.

## **Transportation Issues Facing the Region:**

Clearly the most significant transportation issue facing the region throughout the 2009 fiscal year has been the down turn in the economy and the inability to respond in a timely manner to changes being brought about as issues such as deficits, climate change, and regionalization of funding opportunities continue to grow within the transportation realm.

Regardless of the outcome of various studies, without an adequate funding source to operate, maintain, and re-capitalize our regional transportation system, local agencies will continue to be stretched to demonstrate the desired results envisioned in the Growth Management Act (GMA) and their local comprehensive land use plans as required by the concurrency requirements in state law. Several efforts this past year to begin addressing O&M funding will continue into the 2010 fiscal year.

Governance is another issue before the region. As more and more interests recognize and focus on both the issues and opportunities our regional transportation system plays to sustainable long term economic growth, more groups desire to have a greater role in the transportation decision-making process. This has provided an opportunity to re-invent transportation in the region and the process of how collective decision-making can take place.

Lastly, authorization of the next Federal transportation bill will be critical in helping to define the direction and emphasis areas that will be placed on transportation planning, programming, financing and implementation. Those emphasis areas will help define what transportation investments will be given priority over the next decade.

## **Specific Task Accomplishments:**

### **44402 Metropolitan Transportation Plan:**

The SRTC Board adopted the Metropolitan Transportation Plan (MTP) update on December 21, 2007. During the first quarter of FY 2009, SRTC staff in collaboration with the TTC began to undertake an annual update of the MTP to refine policies and objectives as well as incorporate updated demographic information as it becomes available. The updates were adopted on November 6, 2008.

### **44403 Transportation Corridor Studies:**

The UPWP anticipated efforts would be taken to develop at least two corridor studies. With rapid growth and development along the west side of the Spokane metropolitan area, efforts were undertaken during the work program year to address the regional transportation needs for the area. SRTC began development of a West Plains Corridor Study at the request of Spokane International Airport (SIA). The long term development patterns adjacent to SIA and to the south of I-90 have long term implications that need to be evaluated in order to develop an investment strategy. Both the West Plains and I-

90 corridor studies have an impact on highways of national significance and highways of statewide significance.

SRTC continues to provide assistance to the Bridging the Valley project. This is a long term continuing project for the entire 42 mile corridor from Spokane, WA to Athol, ID. The Bridging the Valley Project continued to see movement, as the Havana Street Overpass prepared for construction to begin in late 2009.

#### **44404 Congestion/Concurrency Management/SRTMC:**

Throughout FY 2009, SRTC in conjunction with WSDOT, City of Spokane, City of Spokane Valley, Spokane County, and Spokane Transit Authority (STA), continued to implement various aspects of the now fully operational Spokane Regional Traffic Management Center (SRTMC). Participating agencies continued deployment of ITS devices in the field and continued with acceptance testing of various elements of the I2 software provided by Siemens. The regional ITS Architecture Plan was updated to reflect current installations and new objectives for the next five years.

The SRTMC also completed its update of the website, [www.srtmc.org](http://www.srtmc.org), which provides travelers with useful information in making trip decisions.

This major collaborative effort is an integral part of the federal requirement to address congestion management as part of the transportation planning efforts undertaken by the MPO. The close coordination between SRTMC activities and SRTC allows a wealth of data to be available to look at trends and results of both ITS deployment and capital improvements recommended from the transportation planning process. SRTC is also collaborating with the Idaho Transportation Department (ITD) as part of an effort to deploy ITS technology between Spokane and Coeur d' Alene, Idaho.

#### **44405 Program Management and Administration:**

SRTC prepared the necessary budgets for approval by the various participating agencies; maintained budget, accounting, billing, and annual reports; as well as provided staff support to the Washington State Auditor's office as part of their annual financial and program audit reviews. SRTC prepared agendas, packets, minutes, and provided staff support for its standing advisory committee as well as ad hoc committees established throughout the year for transportation related activities. SRTC also sent staff to training seminars and workshops to remain current in their professional fields, as well as provide staff supervision and evaluations during the year.

#### **44406 Interlocal Coordination:**

A major aspect of the MPO process is the coordination and communication efforts necessary to ensure transportation planning efforts are working together. To that end, SRTC provides staff support and assistance to a wide variety of agencies and organizations working in the overall transportation effort. This includes Spokane

County's Commute Trip Reduction (CTR) program, Spokane Regional Health District for bike/ped related activities, Spokane Transit Authority, WSDOT corridor studies, ITD studies, local development reviews, etc. SRTC also provided opportunities for local agencies to receive specialized transportation related training by bringing in training programs to assist them in their efforts. SRTC arranged for additional training for local agency and SRTC staff during the past fiscal year.

Within this task, SRTC also expends a significant amount of time and resources to conduct public outreach efforts. This past fiscal year SRTC, through its various activities, has put forth a substantial effort to engage the public in transportation related activities, such as the Washington Transportation Plan. In addition, SRTC participated in several public meetings sponsored by other groups and organizations.

#### **44407 Annual Documentation:**

SRTC amended the UPWP for 2008-2009, adopted the Transportation Improvement Program (TIP) for 2009-2012 and the coinciding Air Quality Conformity Analysis, and submitted the annual Title VI Report and Plan update. The Title VI Plan was approved by WSDOT in late June 2009.

#### **44408 Regional Travel Demand Modeling:**

SRTC continues to integrate results from the 2005 Travel 5 Home Interview Survey into the regional travel demand model by developing a methodology to make the travel demand more discrete at the sub-area level. The travel survey is being used to develop more accurate factors for trip generation, distribution as well as trip length frequency curves for defined geographic areas.

This was achieved in 2009 during the development of the East Valley/West Rathdrum Prairie travel demand model. The process provided a means for developing a template that can be used in other geographic areas.

SRTC also completely reconstructed the Spokane Regional Travel Demand model for using the latest information and achieved a new calibrated and validate regional model within 10 months of initiating the project. The model is well within Federal modeling standards and has a very high confidence level in its performance statistics.

#### **44409 Transportation Geographic Services:**

SRTC's use of GIS is vital to the management of a wide variety of data sets used in transportation planning. Using Transportation Analysis Zones (TAZ), SRTC maintains 2000 Census information, employment data, land use data, projections, building permits, transit routes, and traffic count information as examples. Each year SRTC updates the information as it becomes available to support other work program activities, providing maps and supporting public outreach efforts.

This past year, SRTC continued through an extensive effort to re-engineer the process for updating building permit and employment data. Data streamlining and better QA/QC efforts within the SRTC have dramatically improved the accuracy and reliability of the data, which previously required substantial hand coding. Implementing a two touch process on all model input and evaluation analyses helps to ensure a lower chance of data entry and process failures.

#### **44411 Baseline Data Collection Program:**

SRTC continues to collect traffic counts, subdivision plats, building permits, employment data, and transit ridership information that must be analyzed and formatted for use in SRTC's GIS and travel demand model data sets. SRTC annually formats and updates this information as it becomes available. During 2009, SRTC contracted with WSDOT to conduct additional traffic counts to ensure the regional travel demand model maintains its calibration with regional growth and development. In 2009 SRTC completed an extensive review of employment data through Washington State Employment Security and the Department of Revenue and signed a new supplemental agreement with the agency to expedite future data requests.

#### **44412 Transportation Air Quality Planning:**

SRTC continues to provide technical support and analysis to Spokane Regional Clean Air Agency in coordination with the Washington State Department of Ecology (WSDOE). This is part of the Memorandum of Understanding (MOU) established to develop the State Implementation Plan (SIP) for the Spokane Metropolitan Area related to both Carbon Monoxide (CO) and Particulate Matter. In addition, SRTC provides technical analysis and staff support to local jurisdictions on regional and hotspot air quality conformity that is necessary for transportation project development.

SRTC worked with the City of Spokane and the City of Spokane Valley on the analysis of major development projects and proposed plans in the region to determine the potential impact on level of service and air quality. Staff also began training on the new MOVES software developed for the Environmental Protection Agency.

#### **Financial Summaries:**

The financial summaries are attached, which provide the budget and expenditures for each task and their respective sources.

**SPOKANE REGIONAL TRANSPORTATION COUNCIL  
ANNUAL PROGRESS REPORT  
FINANCIAL SUMMARY  
FISCAL YEAR 2009  
(July 1, 2008 to June 30, 2009)**

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING OFFICE

PROGRAM REVIEW FORM

TOTAL FUNDS ANNUAL FISCAL YEAR: 2009

DATE COMPLETED: July 21, 2009 PREPARED BY: S. R. Arnesen

RECEIVED:	REVIEW DATE:	REVIEWED BY:		
WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	45,349.00	43,776.66	96.5%	See Attached Narrative
44403	90,563.00	88,845.96	98.1%	See Attached Narrative
44404	321,000.00	51,821.65	16.1%	See Attached Narrative
44405	56,795.00	47,811.93	84.2%	See Attached Narrative
44406	365,766.00	336,037.99	91.9%	See Attached Narrative
44407	8,368.00	1,685.67	20.1%	See Attached Narrative
44408	311,686.00	313,527.97	100.6%	See Attached Narrative
44409	190,744.00	159,340.75	83.5%	See Attached Narrative
44410	1,000.00	0.00	0.0%	See Attached Narrative
44411	21,873.00	17,531.61	80.2%	See Attached Narrative
44412	133,510.00	115,292.65	86.4%	See Attached Narrative
<b>TOTAL</b>	<b>1,546,654.00</b>	<b>1,175,672.84</b>	<b>76.0%</b>	

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FISCAL YEAR 2009  
(July 1, 2008 to June 30, 2009)**

WASHINGTON STATE

PROGRAM REVIEW FORM

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING OFFICE

FHWA PL FUNDS: AGREEMENT GCA 5282; WORK ORDER: PN 5179 01/ 03/ 06/ 0590

ANNUAL FISCAL YEAR: 2009

DATE COMPLETED: July 21, 2009

PREPARED BY: S. R. Arnesen

RECEIVED:

REVIEW DATE:

REVIEWED BY:

WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	3,000.00	2,964.30	98.8%	
44403	563.00	0.00	0.0%	
44404	1,000.00	195.19	19.5%	
44405	25,000.00	18,737.02	74.9%	
44406	278,496.00	257,703.96	92.5%	
44407	1,000.00	0.00	0.0%	
44408	170,000.00	174,323.76	102.5%	
44409	110,000.00	78,122.84	71.0%	
44410	0.00	0.00	0.0%	
44411	4,000.00	1,246.46	31.2%	
44412	51,000.00	36,251.75	71.1%	
<b>TOTAL</b>	<b>644,059.00</b>	<b>569,545.28</b>	<b>88.4%</b>	

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WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING OFFICE

PROGRAM REVIEW FORM

FTA FUNDS: AGREEMENT GCA 5282; WORK ORDER: PN 5179 02 0590

ANNUAL FISCAL YEAR: 2009

DATE COMPLETED: July 21, 2009

PREPARED BY: S. R. Arnesen

RECEIVED:

REVIEW DATE:

REVIEWED BY:

WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	0.00	0.00	0.0%	
44403	0.00	0.00	0.0%	
44404	0.00	0.00	0.0%	
44405	19,421.00	19,421.48	100.0%	
44406	21,379.00	21,379.00	100.0%	
44407	1,268.00	1,268.26	100.0%	
44408	41,247.00	41,246.96	100.0%	
44409	17,622.00	17,622.07	100.0%	
44410	0.00	0.00	0.0%	
44411	12,873.00	12,872.51	100.0%	
44412	35,495.00	35,494.72	100.0%	
<b>TOTAL</b>	<b>149,305.00</b>	<b>149,305.00</b>	<b>100.0%</b>	

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WASHINGTON STATE

PROGRAM REVIEW FORM

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING OFFICE

RTP FUNDS: AGREEMENT: GCA 5282 WORK ORDER: PN 5186 01 0590

ANNUAL FISCAL YEAR: 2009

DATE COMPLETED: July 21, 2009

PREPARED BY: S. R. Arnesen

RECEIVED:

REVIEW DATE:

REVIEWED BY:

WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	0.00	0.00	0.0%	
44403	0.00	0.00	0.0%	
44404	0.00	0.00	0.0%	
44405	1,874.00	1,873.79	100.0%	
44406	11,391.00	11,390.61	100.0%	
44407	100.00	100.33	100.3%	
44408	60,439.00	60,438.89	100.0%	
44409	40,122.00	40,122.67	100.0%	
44410	0.00	0.00	0.0%	
44411	0.00	0.00	0.0%	
44412	29,015.00	29,014.71	100.0%	
<b>TOTAL</b>	<b>142,941.00</b>	<b>142,941.00</b>	<b>100.0%</b>	

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(July 1, 2008 to June 30, 2009)**

WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING OFFICE

PROGRAM REVIEW FORM

WASHINGTON TRANSPORTATION PLAN: GCA 5282; PN 5186 02 0590 ANNUAL FISCAL YEAR: 2009

DATE COMPLETED: July 21, 2009 PREPARED BY: S. R. Arnesen

RECEIVED: REVIEWED BY:

WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	40,349.00	40,349.46	100.0%	
44403	0.00	0.00	0.0%	
44404	0.00	0.00	0.0%	
44405	0.00	0.00	0.0%	
44406	0.00	0.00	0.0%	
44407	0.00	0.00	0.0%	
44408	0.00	0.00	0.0%	
44409	0.00	0.00	0.0%	
44410	0.00	0.00	0.0%	
44411	0.00	0.00	0.0%	
44412	0.00	0.00	0.0%	
<b>TOTAL</b>	<b>40,349.00</b>	<b>40,349.46</b>	<b>100.0%</b>	

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WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING OFFICE

PROGRAM REVIEW FORM

OTHER FUNDS: CMAQ, STP

ANNUAL FISCAL YEAR: 2009

DATE COMPLETED: July 21, 2009

PREPARED BY: S. R. Arnesen

RECEIVED:

REVIEW DATE:

REVIEWED BY:

WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	0.00	0.00	0.0%	
44403	70,000.00	76,851.77	109.8%	
44404	250,000.00	45,035.54	18.0%	
44405	0.00	0.00	0.0%	
44406	0.00	0.00	0.0%	
44407	0.00	0.00	0.0%	
44408	0.00	0.00	0.0%	
44409	0.00	0.00	0.0%	
44410	0.00	0.00	0.0%	
44411	0.00	0.00	0.0%	
44412	0.00	0.00	0.0%	
<b>TOTAL</b>	<b>320,000.00</b>	<b>121,887.31</b>	<b>38.1%</b>	

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(July 1, 2008 to June 30, 2009)**

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DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING OFFICE

PROGRAM REVIEW FORM

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LOCAL FUNDS ANNUAL FISCAL YEAR: 2009

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DATE COMPLETED: July 21, 2009 PREPARED BY: S. R. Amesen

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RECEIVED: REVIEW DATE: REVIEWED BY:

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WORK TASK	FISCAL BUDGET	ANNUAL EXPENSES	PERCENT TOTAL	KEY ACCOMPLISHMENTS THIS PERIOD
44402	2,000.00	462.90	23.1%	
44403	20,000.00	11,994.19	60.0%	
44404	70,000.00	6,590.92	9.4%	
44405	10,500.00	7,779.64	74.1%	
44406	54,500.00	45,564.42	83.6%	
44407	6,000.00	317.08	5.3%	
44408	40,000.00	37,518.36	93.8%	
44409	23,000.00	23,473.17	102.1%	
44410	1,000.00	0.00	0.0%	
44411	5,000.00	3,412.64	68.3%	
44412	18,000.00	14,531.47	80.7%	
<b>TOTAL</b>	<b>250,000.00</b>	<b>151,644.79</b>	<b>60.7%</b>	