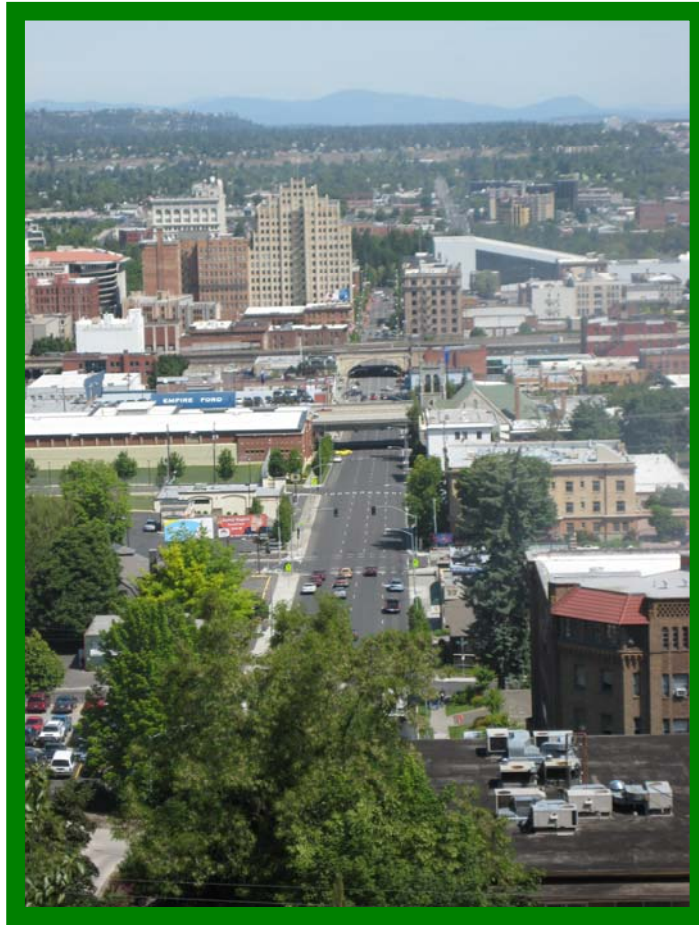


# SPOKANE REGIONAL TRANSPORTATION COUNCIL

## Unified Planning Work Program FY 2010



**For the Spokane Metropolitan Area**

May 14, 2009

**Prepared by:**  
Spokane Regional  
Transportation Council  
221 West First Ave. Suite 310  
Spokane, WA 99201

**SRTC**  
*Spokane Regional Transportation Council*

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**Purpose:**

Spokane Regional Transportation Council (SRTC), as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County, is responsible for conducting a continuing, coordinated, and comprehensive transportation planning program that ensures transportation planning and programming is conducted consistent with Federal and State laws. This involves regional transportation policy development, public involvement, technical studies, regional transportation programs, and regional project development.

**Development Process:**

In order to conduct a meaningful transportation-planning program, local jurisdictions, technical committees including the Transportation Technical Committee (TTC), Strategic Advisory Committees (SAC) comprised of community stakeholders, Spokane Transit Authority and the Washington State Department of Transportation (WSDOT) all work with the MPO staff to develop a Unified Planning Work Program (UPWP). The UPWP tasks are developed in a manner to ensure consistency with the Metropolitan Transportation Plan (MTP) and consider the activities being conducted by other participating agencies and transportation interests to avoid duplication of effort. As a result of this cooperative development process, the UPWP documents tasks that will be undertaken during the next fiscal year, with roles, responsibilities, and expected products. The UPWP is approved by the SRTC Board, submitted to the WSDOT Transportation Planning Office, and then forwarded to the appropriate federal agencies for approval.

**Funding Sources:**

Funds used to undertake activities in the 2010 UPWP are derived from jurisdictions and agencies actively participating in the transportation-planning program, as well as from State and Federal agencies holding a high degree of interest in a coordinated transportation planning process. This includes such agencies as the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA). Funding to support fiscal year 2010 UPWP activities is estimated to be **\$1,435,979**. The primary sources of funds are anticipated as follows:

	<b><u>2010</u></b>
Federal Highway Planning Fund	\$499,563
Federal Highway Planning Carry-over	123,000
Federal Transit Administration 5303	149,300
Federal Highway STP/CMAQ Funds	320,000
RTPO and WTP Planning	143,116
Local Funding Sources	<u>201,000</u>
Grand Total	<b>\$1,435,979</b>

## **Coordination:**

One of the primary purposes of an MPO/RTPO is to encourage coordination of transportation planning and development activities between participating jurisdictions, agencies, and interest groups. This coordination helps to ensure the optimal use of limited local, state, and federal resources. Formal coordination occurs through development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), UPWP, and regularly scheduled meetings of the TTC, and SRTC. Informal coordination also occurs through participation in a wide variety of activities conducted by local agencies, various civic organizations, interest groups, and by providing technical outreach activities. As MPO, SRTC is responsible for planning, prioritizing, selecting, and programming projects using Federal Surface Transportation Program funds allocated to the Spokane Metropolitan Area. This is accomplished using objective and regionally adopted project selection criteria.

Public input is also another vital part in the overall transportation-planning program in the Spokane area. SRTC has moved to the use of a three pronged approach toward public participation, which provides ongoing citizen input to regional transportation planning issues. This approach uses the development of topic based Strategic Advisory Committees, supplemented with public workshops and geographically based survey instruments that attempt to obtain citizen views from individuals that would not normally participate in the transportation planning process.

For activities affecting the Metropolitan Transportation Plan elements or the Transportation Improvement Program however, additional efforts such as targeted public outreach, mailings, workshops, open houses, and meetings are used prior to the SRTC Board's adoption or revision of official documents. Evening meetings are often conducted to ensure the opportunity for citizen input. This UPWP incorporates the public involvement process adopted by the SRTC Board. An organizational chart is contained in this document that depicts the boards and committees used as part of the MPO decision-making process.

Consistent with FHWA/FTA regulations, SRTC documents its public involvement process. This process must be used when developing transportation plans or programs that have potential impact on the overall transportation system. Specifically, this process is used for the Metropolitan Transportation Plan (or an element of the Plan), Transportation Improvement Program, Major Transportation Investment Analyses, or Air Quality Conformity Analysis of the MTP or TIP. SRTC most recently adopted its Public Involvement Program in September 2008. SRTC also includes in the process specific outreach activities to the traditionally underserved through implementation of the SRTC Title VI Implementation Plan. This includes the identification of associations, organizations, and individuals that network in the community to ensure ample notification exists to participate in the transportation planning process. Documentation of those activities is contained in our annual report submitted to WSDOT.

Transportation analyses, conducted on behalf of WSDOT or a local agency, are provided as input to the planning or project development process. Public participation in studies conducted by the MPO are coordinated and incorporated as part of the overall transportation planning process.

### **Coordination with Adjacent MPO's**

As of March 2003, Kootenai County, Idaho became a federally designated urbanized area. Associated with that designation was the establishment of a Metropolitan Planning Organization. The organization is called the Kootenai Metropolitan Planning Organization (KMPO). Its eleven-member board is comprised of local elected officials from highway districts, local jurisdictions, District 1 of the Idaho Transportation Department and the Coeur d' Alene Tribe. While both the SRTC and KMPO Boards are independent from one another; KMPO has contracted with SRTC to provide their staff and Board support. That contractual relationship is currently under review by KMPO. Regardless of the KMPO Board's decision on renewing the SRTC contract for the upcoming years, SRTC and KMPO will continue to coordinate planning and modeling efforts that affect both MPO areas.

Board officials may meet intermittently to discuss transportation-planning efforts that have cross-jurisdictional implications, such as continued growth and development, Bridging the Valley, public transportation planning, and timing of various road or interchange improvement projects.

### **Participants:**

The primary public agency participants in the ongoing regional transportation planning process for the Spokane Metropolitan Area include:

#### Local

##### **City of Spokane**

Transportation Department  
Planning Department  
Engineering Department

##### **City of Spokane Valley**

Public Works Department  
Planning Department

##### **Spokane County**

Public Works Department  
Engineering Department  
Planning Department

##### **Spokane Transit Authority**

Planning and Grants Department

State

**Washington State Department of Transportation**  
Eastern Regional Office  
**Washington State Department of Ecology**

Federal

**Federal Highway Administration**  
**Federal Transit Administration**  
**U.S. Environmental Protection Agency**

**Significant Issues Facing the Region During this Work Program Period:**

During the next year, the most significant issues facing the Spokane Metropolitan area will be the financial ability to support maintenance, operation, and capital preservation on the region's transportation system, regardless of whether or not it is roadways or public transportation. Local, State, and National discussions on how to address the funding challenges are currently underway, and while ARRA funding provided approximately one year of Federal funding, the needs far and away exceed the ability to deliver. The inability of Congress to pass the next transportation authorization bill will significantly hamper current transportation planning efforts due to the potential for changes to statutory requirements, funding levels, and the wholesale change anticipated in the Federal grant program structure.

Additionally, WSDOT will be embarking their update to the Washington Transportation Plan during FY 2010. SRTC will be providing support to the WTP and its impacts the Spokane region and the Spokane region impacts the State.

Transportation analyses conducted by the SRTC continue to pay close attention to the potential impacts transportation decisions may have on air quality and the amount of Green House Gas (GHG) emissions. Along with the traditional evaluation of transportation strategies is the requirement to ensure the Metropolitan Transportation Plan, the Transportation Improvement Program (TIP), and significant transportation projects conform to the State Implementation Plan for Air Quality in the Spokane non-attainment area. Under both the Federal Clean Air Act Amendments of 1990 (CAAA) and the Clean Air Washington Act (CAW), transportation plans, programs, or projects are not permitted to:

1. Delay timely attainment of either the Carbon Monoxide or Particulate Matter Standard
2. Cause or contribute to an existing violation
3. Create a new violation of the National Ambient Air Quality Standard (NAAQS)

In order to demonstrate that transportation plans, programs, and projects do not conflict with State/Federal air quality laws, a process called Conformity is conducted. Transportation programs/projects are evaluated at both the regional and project level. This analysis must be completed prior to adoption of the plan, program, or funding of the project.

In some instances, land use and transportation policies may be developed through the local Growth Management Act (GMA) process that will conflict with the requirement to ensure compliance with the above provisions. In these cases, an interactive process has been established to achieve policies that are consistent with GMA, MPO, and air quality regulations. This UPWP provides the necessary support to conduct air quality conformity and transportation modeling analyses necessary to ensure the integration between land use and transportation planning in the decision-making process.

The Transportation Improvement Program will also continue to be a very significant activity within the 2010 UPWP. This document is the culmination of tasks in the work program that provide solutions to identified problems. The TIP document identifies those projects that have been prioritized and selected through the regional transportation planning process that will move towards the regional goal of better mobility for people and goods. In order to create the TIP, significant input from local, state, and federal levels is required. Projects must improve the overall transportation system, be eligible for state or federal funding, be consistent with local, regional, and state transportation plans, and demonstrate that collectively they contribute to improved air quality in the Spokane area.

The 2010 UPWP provides the scope of work and budget necessary to accomplish these critical elements of the overall transportation planning process. These tasks can take several months to accomplish and is located within the Annual Documentation category of the UPWP. Within Spokane County, the lack of available financial resources compared to the cumulative transportation needs is expected to result in significant community involvement in setting transportation vision and priorities during the upcoming year. During 2010, SRTC will continue to work with local jurisdictions, Spokane Transit Authority, WSDOT, and community groups to continue long-range transportation plans, programs and projects, as well as continue financial planning activities necessary to achieve the priority outcomes of the region.

### **Defining Roles and Responsibilities:**

According to the federal planning regulations 23 CFR Part 450, Section 314 (as found in the Final Rules in the Federal Register of February 14, 2007), MPOs, in a cooperative and collaborative process, work together in defining roles and responsibilities between SRTC and WSDOT, Spokane Transit Authority (STA), and Washington State Department of Ecology (WSDOE) on matters pertinent to transportation planning. SRTC has agreements with WSDOT and WSDOE related to transportation planning activities. The MOU with STA was executed in 2008 and currently being implemented. It will be reviewed during the second quarter of fiscal year 2010.

### *SRTC and Spokane Transit Authority*

STA works collaboratively with SRTC in the development of public transportation strategies within the PTBA to address, fixed routes, park and ride lots, paratransit service through the Human Services Coordinated Public Transportation Plan and evaluation of proposals for Regional Grant Mobility funding, Job Access Reverse Commute (JARC), and New Freedom funds.

Spokane Transit also develops a comprehensive public transportation plan within the PTBA, including the development of High Capacity Transportation System plans and implementation programs which reflect a long term vision for future public transportation investments in the metropolitan area. STA also conducts specific operational and strategic planning activities to facilitate the development of their capital improvement program and service levels based on operation needs and financial resources.

### *Transit Project Selection and Programming*

Based on the executed Memorandum of Understanding between SRTC and STA, STA is responsible for the identification, prioritization, and selection of Section 5307 projects for the Spokane Urbanized Area. Upon selection of projects by the STA Board, STA transmits those projects to the SRTC for consideration and approval for inclusion into the Regional Transportation Improvement Program and subsequent inclusion into the State Transportation Improvement Program (STIP).

For JARC and New Freedom funding, SRTC and STA work collaboratively together in the development of a call for projects, evaluation of project proposals, and recommendation for funding. Once selected these projects are submitted to the SRTC Board for consideration and inclusion in the TIP and STIP. For those projects selected for STA, STA is the designated grant recipient and works directly with FTA in the execution of grants and grant reporting to accomplish the project. For projects selected for funding from agencies or firms other than STA, WSDOT is the designated grant recipient who works with the agency or firm receiving the funding as well as the FTA in the execution of the grant.

### *SRTC and Washington State Department of Ecology*

The Washington State Department of Ecology (WSDOE) has the responsibility for developing and submitting a State Implementation Plan for both Carbon Monoxide and Particulate Matter for the Spokane area to the U.S. Environmental Protection Agency. As the responsible agency, WSDOE must develop an emissions inventory, which includes emissions contributed by the transportation system and an acceptable emissions budget. EPA published in the Federal Register in February, 2005 acceptance of the CO Attainment Plan and has approved use of the published emissions budget for Air Quality Conformity purposes.

As the MPO, SRTC works with Department of Ecology annually to provide an estimate of vehicle miles of travel, vehicle operating speed, facility type, and percentages of daily travel by hour in order to develop and maintain a regional transportation emissions

budget. This information is derived from the regional transportation model, which has been calibrated to reflect existing and future conditions. SRTC is responsible for providing coordination of meetings between the WSDOE and transportation-related agencies for the review and evaluation of possible TCMs that may be necessary to ensure an air quality attainment and maintenance plan requirements.

SRTC is also responsible for reporting actual vehicle miles of travel by functionally classified roadways each year to compare with traffic volumes projected as part of the SIP submitted to the Environmental Protection Agency (EPA). A Memorandum of Understanding has been signed between WSDOE and SRTC regarding these working relationships.

### *Providing Air Quality Conformity Analysis*

The Federal Clean Air Act Amendments of 1990 (CAAA of 1990) and the Clean Air Washington Act (CAW) states SRTC, as the MPO, is responsible for ensuring that no regional transportation plans, programs, or projects are approved unless they are in conformance with the applicable federal or state law. Specifically, SRTC is responsible for conducting conformity determinations on transportation plans and programs, regardless of project sponsors or funding sources. There should be a purpose and need statement identified to document decisions made during the NEPA process. Project level conformity analysis is required on projects that will affect the regional transportation system, which is defined as those functionally classified roadways that are contained in the regional transportation model. Project level conformity is the responsibility of the State Environmental Policy Act (SEPA) lead agency, which must approve the project. The actual conformity analysis may be conducted by SRTC, the SEPA lead agency, or the project sponsor provided the processes and procedures approved by SRTC are followed. For projects not affecting the regional transportation system, the SEPA lead agency must have on file sufficient documentation to support a non-significant impact to air quality.

### *SRTC and Washington State Department of Transportation*

Consistent with Title 23 U.S.C Sections 134 and 135 SRTC and the Washington State Department of Transportation work together to ensure the local and state highway system is planned for in a manner that addresses existing and future vehicular travel demand for individuals as well as freight and goods movement. SRTC works with WSDOT to ensure their internal planning and programming activities inside the metropolitan area are consistent and compatible with the Metropolitan Transportation Plan, the Regional Transportation Improvement Program, and reflect the changing conditions brought about by current and future land use activities being approved by local jurisdictions. SRTC also participates directly with WSDOT in development and implementation of the Washington Transportation Plan, which provides policy direction for transportation investments throughout the State.

WSDOT also works with SRTC to ensure timely updates to the State Transportation Improvement Program allowing local jurisdictions, WSDOT and Spokane Transit Authority access to funding through the Federal-aid program provided by FHWA and FTA.

### *SRTC Role under the Growth Management Act*

Consistent with Part III of the Washington State Growth Management Act SRTC has a number of responsibilities related to the relationship between land use decisions and transportation planning and investments. Under the Act, SRTC must certify that local comprehensive land use plans are consistent with the Metropolitan Transportation Plan and those plans demonstrate that transportation investments are concurrent with land use plans being considered. Further defining those responsibilities, Spokane County Commissioners, in coordination with the Growth Management Steering Committee, adopted Policy Topic 5 of the Countywide Planning Policies that guide and direct development of jurisdictional comprehensive plans within Spokane County.

The inter-relationship between land use and transportation necessitates an iterative process that evaluates land use plans, programs and projects, with the affect they may have on the existing and future transportation systems. Similarly, transportation investments being considered, must also take into consideration the potential impact to the community caused by the potential to induce changes in settlement patterns or the redistribution of travel demand to different corridors on the transportation system. Maintaining up to date information on land use changes helps to ensure the cumulative transportation impacts are being considered during comprehensive plan updates.

### **Evaluation of Major Transportation Investments:**

Consistent with SAFETEA-LU, major highway and transit related projects are subject to transportation planning and analysis. Under this requirement, major projects, which add transportation capacity to a corridor, must review and consider the use of alternative transportation demand management, transportation system management, or alternative modes of transportation prior to completion of the environmental process. The intent is to ensure all reasonable options are considered prior to a decision to select a particular strategy. This can be accomplished as part of the decision to include a corridor in the Metropolitan Transportation Plan or during the environmental process, where a specific corridor deficiency has been identified.

SRTC will conduct transportation investment analyses for corridor improvements proposed for inclusion within the Metropolitan Transportation Plan, which have identified deficiencies. This UPWP has identified two areas for the 2010 fiscal year. Emerging specific projects from local or state agencies will continue to be the responsibility of the SEPA lead agency for determining the purpose and need to conduct transportation investment analyses prior to their inclusion in the Metropolitan Transportation Plan. Major investment analyses proposed during 2010 time frame includes the West Plains Transportation Study and an update of the Northwest Transportation Study.

### **Unfunded Needs in Transportation Planning Activities:**

As growth management continues to be implemented, the ability to track the cumulative impact of approvals necessitates a concurrency management at the MPO level. Additionally, as neighborhood plans are developed within the urban growth area, their coordination with the Metropolitan Transportation Plan will become increasingly important to ensure that regional mobility of people and goods is maintained through corridor planning and significant public involvement.

The greatest unfunded planning need surrounds the ability to collect accurate and timely field data to ensure the accuracy of our regional transportation modeling and air quality analysis. While the current level of effort adequately meets the minimum need, more emphasis must be placed on establishing better parameters and relationships that can only be developed through travel demand based research. Increasing reliance on travel demand modeling for investment decisions, development mitigations, comprehensive planning, and air quality attainment, makes this investment essential. Modeling itself requires continuing growth to a corresponding level of confidence.

Lastly, SRTC will continue participation in the maintenance and update of the WSDOT Transportation Plan. Funding provided to date has reduced the additional burden on the already strained UPWP budget. While the approach is sound, the ability to complete the Federal requirements for MPO/TMAs and then the State's processes will take some significant coordination to ensure a seamless message and analysis during the next year.

### **Unified Planning Work Program Activities:**

The balance of this UPWP describes planning activities that will be undertaken by SRTC from July 1, 2009 through June 30, 2010. Eleven major work program categories are identified:

- 44402 Metropolitan Transportation Plan
- 44403 Transportation Corridor Analyses
- 44404 Congestion/Concurrency Management Process/SRTMC
- 44405 Program Management and Administration
- 44406 Interlocal Coordination
- 44407 Annual Documentation and Visualizations
- 44408 Regional Transportation Modeling
- 44409 Transportation Geographic Services
- 44410 Transportation Safety and Security Planning
- 44411 Base Line Data Collection Program
- 44412 Transportation Air Quality Planning

The identified work program categories, in most cases, are a continuation of tasks appearing in the FY 2010 UPWP. This reflects the ongoing nature of regional transportation planning. Some categories such as 44405 - Program Management and Administration and 44406 – Interlocal Coordination reflect the incorporation of new transportation planning requirements published by FHWA and FTA. Each work task has an identified objective, generalized scope of work, anticipated product, as well as estimate of cost and available resources. Revenue is identified as being Federal Transportation Planning (FTP), Regional Transportation Plan (RTP), Other Funds, or local funding sources.

## **2010 WORK PROGRAM TASK CATEGORIES**

### **44402 - Metropolitan Transportation Plan**

#### **Objective:**

Maintain a current Metropolitan Transportation Plan that reflects the regional goals and objectives, meets the transportation needs of the Spokane area, and at the same time ensure the quality of life and improving air quality. Ensure coordination between the MTP and the State Transportation Plan.

#### **Scope of Work:**

1. Ensure the Metropolitan Transportation Plan is adopted annually and forwarded on to the appropriate State and Federal agencies as required in SAFETEA-LU during the second quarter of FY 2010.
2. Evaluate the effect of growth and development on performance of the regional transportation system (roadway, transit, and alternate forms of transportation).
3. Evaluate various transportation improvement scenarios to maintain and enhance the movement of people and goods in and through the region. Improvements to be evaluated include at a minimum:
  - Facilities Development including those being identified by WSDOT
  - Operational Improvements through the use of Intelligent Transportation Systems (ITS) and Transportation System Management (TSM) strategies
  - Update of the Regional Pedestrian and Bicycle element of the MTP
  - Conformity Review with the Clean Air Act
  - Provisions for a Human Services Coordinated Public Transportation Plan have been met
  - Incorporate financial forecasts as a result of legislative action
4. Provide for public input, review, and comment during development of alternatives and recommended solutions developed through the corridor study development process.
5. Ensure the SAFETEA-LU planning factors continue to be considered, including changes brought about through changing federal legislation.
6. Conduct conformity reviews on alternatives that may be proposed for the transportation plan. This includes the air quality and impacts on alternative modes.
7. Provide staff support and participation in development of the WSDOT Transportation Plan consistent with guidance provided by WSDOT for the 2010 Work Program year.

8. Conduct public education, involvement, and outreach that support regional transportation planning activities consistent with the adopted public involvement policy.
9. Incorporate Metropolitan Transportation Plan components into local comprehensive land use plans through continued participation in the local GMA process (RCW 47.80.023).
  - a. Review level of service methodologies used by cities and counties planning under Chapter 36.70 A to promote a consistent regional evaluation of transportation facilities and corridors
  - b. Periodic updates, from local jurisdictions on what impacts are expected to state highways from future land use changes
  - c. Review the regional transportation plan biennially for currency and forward the biennial review to WSDOT (RCW 47.80.030)

**Product:**

Annual updates to the Metropolitan Transportation Plan for Spokane County and environmental documentation necessary to maintain the regional transportation system's conformity with Clean Air Act Amendments of 1990, SAFETEA-LU legislation, and subsequent regulations promulgated jointly by FHWA, FTA, and National Environmental Policy Act (NEPA). Document the planning undertaken to ensure a multi-modal transportation system is considered as part of the decision-making process.

**Revenue Source:**

**44402 - Metropolitan Transportation Plan**

	<b>FHWA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2010</b>	<b>2,000</b>	<b>5,209</b>	<b>500</b>	<b>7,709</b>

## **44403 – Transportation Corridor Studies**

### **Objective:**

Conduct analyses of major corridor studies consistent with federal regulations for the evaluation of alternative modes, as well as TSM and Transportation Demand Management (TDM) to minimize the need for additional single occupant vehicle capacity in identified growth corridors. This activity also takes into account the ability to incorporate environmental streamlining as part of the regional transportation planning process.

### **Scope of Work:**

1. West Plains Transportation study continuation of effort to complete in the first quarter.
2. Bridging the Valley Transportation Project to continue design, engineering, and management support for the corridor project and the Freight rail corridor efforts impacting the region
3. Northwest Transportation Study Update and one additional study that may emerge during the course of the year.
4. Provide for public and agency scoping input, review, and comment during development of alternatives contained in the upcoming studies and screening for socio-economic and environmental impacts, analysis, and recommended solutions. This activity may include refining alternatives that may be considered as part of the Spokane Streetcar study.
5. Ensure the SAFETEA-LU or subsequent planning factors have been considered as required during development of the major investment analyses, as well as re-assessing previous corridor studies that may be impacted by the new legislation.
6. Conduct conformity review on alternatives that may be proposed in major corridor analyses.
7. Incorporate when necessary recommendations being developed from regional transportation studies into the Metropolitan Transportation Plan and the necessary components into local comprehensive land use plans.

### **Product:**

Prepare documents that form the basis for determining the inclusion of major investments into the Metropolitan Transportation Plan. Ensure that preparation of the analysis is consistent with the regulations developed jointly by FHWA and FTA related to project development and environmental streamlining.

**Revenue Source:**

**44403 – Transportation Corridor Studies**

	<u>FHWA</u>	<u>STP</u>	<u>LOCAL</u>	<u>TOTAL</u>
<b>2010</b>	<b>2,563</b>	<b>70,000</b>	<b>12,000</b>	<b>84,563</b>

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

### **Objective:**

Operate a Congestion/Concurrency Management Process and Spokane Regional Traffic Management Center (SRTMC) in a Transportation Management Area (TMA) consistent with federal regulations, which rightfully identify the importance of safety, security, management, and operations of our regional transportation system. Ensure the Congestion Management Process (CMP) provides reliable surveillance, accurate and quality data, as well as appropriate and timely responses to emerging traffic congestion conditions. To analyze the effects that regionally significant transportation projects can have on current and future travel conditions.

### **Background:**

SRTC has adopted an Intelligent Transportation System (ITS) Regional Architecture Plan, as well as an ITS Implementation Plan, which is reviewed annually by the SRTC and SRTMC. In addition, SRTC has an approved Concurrency/Congestion Management Plan that addresses the requirements of the Growth Management Act. During 2010, the SRTC staff has been directed by the Board to begin developing a regional approach towards implementing the regional transportation concurrency program and addressing the need to collaboratively fund regionally significant, cross-jurisdictional corridor improvements. This also includes development and approval of consistent urban road standards between local jurisdictions.

### **Scope of Work:**

1. Update the travel time data-gathering program to regionally significant corridors in conjunction with expansion of the SRTMC deployment efforts and work with the possibility of STA Automated Vehicle Locator (AVL) and Radio System capabilities as part of the ITS effort.
2. Support the SRTMC through the Operating Board established by inter-local agreement in 1999. New participants may be added into the program effort such as Washington State Patrol (WSP), Emergency Services, Idaho Transportation Department, etc.
3. Provide analysis on ways to reduce congestion within the corridors or at identified intersections consistent with the Level of Service “E” peak-hour and “D” off-peak thresholds established in the congestion management process. SRTC will use current traffic models to evaluate system performance to assist in determining future investment strategies. SRTC may use contract services to assist in this effort.
4. Expand the SRTMC deployment consistent with the adopted ITS Architecture Plan to facilitate and utilize the deployment of ITS technology as an integral part of the CMS

program for data gathering, data analysis, safety and security surveillance of critical transportation infrastructure, as well as system modifications and enhancements.

5. Conduct before and after studies on specific projects to assess the actual benefit derived from the transportation investment.
6. Develop an annual report on congestion in the Spokane area and efforts undertaken during the year to address identified problems.
7. Continue to evaluate GMA goals and policies affecting transportation for their impact on congested corridors and levels of service in the Spokane area. SRTC will test the effects of these policies using the current travel demand models to evaluate policy impacts on mode choice, new corridor development impacts, and land use decisions.

**Products:**

This task will provide staff support and capital investments to conduct technical analyses and reports necessary to fulfill the reporting requirements contained in State and Federal regulations. This includes actual in-field data collection efforts and level of service evaluation and approved models and methodology. The primary products will be a level of service review, continued implementation of the SRTMC, as well as the development and evaluation of potential CMS projects.

**Revenue Source:**

**44404 – Congestion/Concurrency Management Process/SRTMC**

	<u>FHWA</u>	<u>CMAQ</u>	<u>LOCAL</u>	<u>TOTAL</u>
<b>2010</b>	<b>1,000</b>	<b>250,000</b>	<b>42,000</b>	<b>293,000</b>

## 44405 - Program Management and Administration

### Objective:

Provide for management of transportation planning activities through designation of staff to UPWP activities, initial project scoping and work program development, general coordination with other agencies or jurisdictions involved with transportation, budget preparation, monitoring, and adjustments. Provide adequate educational and training opportunities to enhance staff productivity and capability.

### General Scope of Work:

1. Prepare MPO calendar year budget for review and approval by participating agencies and jurisdictions.
2. Maintain budget and accounting records by category and revenue source as necessary to prepare monthly billings, annual progress reports, and support audit activities.
3. Provide notices, minutes, and general staff support to transportation related committees and meetings.
4. Attend relevant meetings, seminars, workshops, and conferences necessary for the completion of the UPWP and to maintain a high level of awareness of timely transportation topics.
5. Provide staff supervision, evaluation, and management of agency activities.

### Products:

This task will result in agency oversight necessary to accomplish the 2010 UPWP, while fulfilling financial, programmatic, and staffing requirements. Continue to improve productivity and interest through training and team involvement on various projects.

### Revenue Source:

## 44405 - Program Management and Administration

	<u>FHWA</u>	<u>FTA</u>	<u>RTPO</u>	<u>LOCAL</u>	<u>TOTAL</u>
2010	30,000	13,000	7,000	9,000	59,000

## **44406 – Interlocal Coordination**

### **Objective:**

Maintain an ongoing participation process for disseminating relevant transportation planning information among jurisdictions and agencies participating in the transportation planning program. Provide opportunities for participation by citizens, advocacy groups, technical staff, and elected officials on activities being conducted as part of the transportation planning process. The TTC and SRTC Board currently provide the formal settings where this exchange will occur. Additional workshops, meetings, and outreach programs, and formal committee structures will be developed during the year, based on work activities to ensure public education and participation is provided. An additional objective in this category is to bring locally significant and timely workshops or seminars to Spokane for the purpose of training and educating local area planners, engineers, and the public on transportation related topics.

### **Scope of Work:**

1. Coordinate activities between SRTC staff, transportation committees, and local jurisdictions by providing necessary materials and staff time to adequately support the effort. This is anticipated to include efforts during the year to assess modifications to the existing SRTC Board, TTC, and Inland Pacific Hub committee to ensure meaningful community input to the regional transportation planning process.
2. Provide coordination capabilities to participating agencies, when requested, in order to ensure timely responses to multi-agency requests from City, County, State, or Federal agencies. This typically will involve the coordination of public transit provisions into what would otherwise be traditional roadway projects.
3. Provide staff participation in technical studies and development reviews conducted by other agencies, as requested, to ensure regional transportation issues are incorporated in the decision-making process. This will be done to provide early incorporation in environmental issues related to transportation project development.
4. Provide staff support to Strategic Advisory Committees, TTC, and SRTC Board. This includes providing resources to fulfill the public involvement process required by 23 CFR 450.316 (b).
5. Staff attendance to state and federal briefings, training, and conferences involving transportation related issues including working with Reverse Commute and Jobs Access agencies trying to coordinate transportation services in the Spokane County.
6. Participate with local groups and organizations involved in transportation issues and activities between SRTC and the Kootenai Metropolitan Planning Organization (KMPO).

7. Provide staff support and resources necessary to develop Spokane based training sessions on transportation-related subjects in order to support the educational needs of professionals actively involved in solving transportation issues. This will include a training session on concurrency and the potential development of impact fees in the Spokane Urbanized Area.

8. Coordinate transportation planning activities affecting jurisdictions in Spokane County by providing modeling support to adjacent counties through inter-local agreements.

**Products:**

Working relationships will continue with participating jurisdictions and agencies involved in the transportation decision-making process to ensure that issues that entail cross-jurisdictional boundaries are adequately addressed at the multi-jurisdictional level. Ensure the regional transportation planning process involves all relevant modes of transportation. Ensure public involvement is provided early and is ongoing so that adequate opportunities exist for local engineers, planners, and officials to receive necessary public input prior to making transportation decisions. Provide training on transportation related subjects in the Spokane area.

**Revenue Source:**

**44406 – Interlocal Coordination**

	<u>FHWA</u>	<u>FTA</u>	<u>RTPO</u>	<u>LOCAL</u>	<u>TOTAL</u>
2010	234,000	16,000	4,000	45,000	299,000

## **44407 - Annual Documentation and Visualizations**

### **Objective:**

Complete documents and reports as necessary to fulfill the joint transportation planning regulations as promulgated by FHWA and FTA. In addition, prepare annual progress reports, budgets, and financial statements necessary to adequately describe MPO and RTPO activities to funding agencies, transportation committees, the SRTC Board, and the community.

### **Scope of Work:**

1. Develop the 2010-2013 Transportation Improvement Programs for Spokane County as well as the associated documentation necessary to support its approval.
2. Develop the 2009 Annual Report on MPO and RTPO activities.
3. Prepare the FY 2011 Unified Planning Work Program.
4. Update Title VI Civil Rights plan data annually.
5. Review STA compliance with FTA Financial Capacity requirements.
6. Compile and print the Metropolitan Transportation Plan Updates.
7. Prepare documentation and materials in support of the ARRA reporting requirements.
8. Documentation of public outreach efforts and assessments.
9. Evaluate and process Functional classification revisions as requested by transportation agencies.

### **Products:**

Completion and adoption of all necessary reports and documents, previously defined above, fulfills the statutory obligation of the joint FHWA/FTA planning requirements and provides a meaningful opportunity to inform the public on projects and programs being conducted in the metropolitan area. Successfully complete the Federal requirements for projects selected by SRTC to receive ARRA funding.

### **Revenue Source:**

#### **44407 - Annual Documentation and Visualizations**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2010</b>	<b>1,000</b>	<b>500</b>	<b>2,000</b>	<b>2,500</b>	<b>6,000</b>

## **44408 - Regional Transportation Modeling**

### **Objective:**

Maintain the various regional transportation models used to evaluate changes occurring within the Spokane Metropolitan Area. Utilize nationally accepted software programs and methodologies to develop computer based network models that can readily analyze sub-area and corridor proposals, as well as the impacts of developing a multi-modal transportation system.

### **Scope of Work:**

#### **Corridor Studies and Sub-area Analysis:**

1. Continue to update SRTC's travel demand modeling programs to reflect new information and other data necessary to evaluate corridors or sub-area studies.
2. Provide transportation modeling support to local jurisdictions and agencies for the purpose of evaluating transportation impacts associated with various comprehensive land use plans, zoning, or operational changes. This evaluation will be provided as requested by local agencies.
3. Provide analytical support to local jurisdictions and agencies for the purpose of evaluating transportation impacts associated with site-specific development proposals, which will have a significant impact on functionally classified arterials and potential impact on the regional transportation system. This analysis will be done as requested by local agencies.
4. Provide modeling support for STA in the preparation of at least one alternative analysis for corridor(s) selected by STA as part of the required inputs for New Starts/Small Starts project evaluation process.

#### **Ongoing Transportation Modeling Updates:**

1. Maintain updated employment data in the travel demand model at the traffic analysis zone level using City Business License, Employment Security, and Labor & Industries data. This data will be derived from Task 44409 using GIS based information. SRTC may use contract services for obtaining updated information and receive on call support services for model review and calibration.
2. Conduct level of service analyses on selected intersections reflected in the regional transportation model. This will be used to identify potential actions as required in the Congestion Management Process corresponding with Level of Service "E" peak hour and "D" off-peak standards.
3. Continue to improve SRTC's regional transportation model and its ability to evaluate alternative modes of transportation.

4. Continue to update SRTC's trip generation/land use data files within the regional transportation model to maintain more discrete land use types by Transportation Analysis Zones (TAZ).
5. Update, as necessary, link and node capacities based on field verification of link characteristics, engineering design analysis, and bus route stops using the VISUM model implementation. Some of this task may be contracted out for completion during the time frame of this work program
6. Evaluate recommendations coming from the Growth Management Act activities and report on the overall impacts to the regional transportation system including bus patronage. This will include redefining land use characteristics within traffic analysis zones to reflect various growth management boundaries, population, and employment reallocations based on Office of Financial Management forecasts.

**Products:**

This task allows for the continued capability to evaluate existing and proposed conditions in order to assess the probable impact of various land use and transportation improvement decisions. Provide local jurisdictions with reports that can be used in the decision-making process to assist them in recognizing the effects certain decisions will have on performance of the regional transportation system. This information can also be used to address issues involving growth management requirements such as concurrency and compatible land use design.

**Revenue Source:**

**44408 - Regional Transportation Modeling**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2010</b>	<b>155,000</b>	<b>42,000</b>	<b>85,500</b>	<b>36,000</b>	<b>318,500</b>

## **44409 - Transportation Geographic Services**

### **Objective:**

Capability and capacity to provide transportation modeling and planning activities with reliable up-to-date data encompassing population, employment, generalized land use, socio-economic, and transportation-related information to participating jurisdictions and the general public. Provide the capability to analyze diverse spatial data for its impacts on growth, development, environmental justice, and transportation facilities or services.

### **Scope of Work:**

1. Update first generation population, employment, and land use data into the GIS, in order to fulfill transportation-planning efforts imposed by GMA, SAFETEA-LU, CAAA, and CAW. This task may be accomplished through the use of contract services.
2. Provide local jurisdictions and agencies with data as requested to fulfill transportation planning activities being undertaken.
3. Continue to work with cities and counties to incorporate their requested changes into the Census geography files in preparation for the 2010 census.
4. Incorporate STA service changes into the GIS database, including type of service and accessibility. This includes the evaluation of proposed routes and service changes on demographic profiles and provides data necessary to incorporate operational level analysis into VISUM.
5. Update demographic profiles and patronage for individual bus routes. Spatially allocate future patronage using output from the mode choice model currently in effect for the Spokane area. This may include the use of contract services to conduct this data analysis. This effort will be conducted to ensure the model reflects onboard survey information from the Transit Monitoring Program and provide opportunities to assess areas of future ridership growth potential. The information can also be used to address existing and future coverage for low income and minority populations, New Freedom, Environmental Justice evaluation and reporting.
6. Incorporate the locations of known critical land areas during the early stages of project development consistent with the environmental streamlining initiative.
7. Conduct technical analyses on relationships of travel to bus routes, alternative transportation modes, and Vehicle Miles Traveled (VMT) estimates compared to the GMA related comprehensive plans being developed.
8. Incorporate data into the Geographic Information System (GIS) that is collected as part of the Base Line Data Collection effort identified as Task 44411.

**Products:**

This task will provide the spatial information necessary to conduct most of the transportation-related planning, projects, and programs being considered within Spokane County. The ability to obtain and maintain data within the MPO, allows staff and the participating jurisdictions the opportunity to respond to requests in a more timely and efficient manner. Additionally, this task provides for the capability to spatially analyze data that is traditionally difficult to work with, due to the size and complexity of data involved.

**Revenue Source:**

**44409 - Transportation Geographic Services**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2010</b>	<b>115,000</b>	<b>34,300</b>	<b>17,000</b>	<b>27,000</b>	<b>193,300</b>

## 44410– Transportation Safety and Security

### Objective:

This task's objective would be to continue support for the development of studies to evaluate safety and security measures in and around the Spokane Metropolitan Area. SAFETEA-LU and implementing regulations require development of strategies to increase the safety and security in the movement of people and goods. The objective would be to develop strategies and operating characteristics to determine the feasibility of various safety enhancements or modifications as part of the overall transportation planning process.

### Scope of Work:

1. Conduct meetings with agencies and the general public to determine interest and concerns related to a transportation safety, especially on rural two lane roads.
2. Identify alternative measures and early issue identification for both the highway and public transportation safety activities.
3. Conduct public participation to encourage public input, seeking to determine the transportation safety issues important to citizens of the area.
4. Conduct potential fatal flaws analyses to determine locations consistent with environmental streamlining efforts.
5. Develop planning level cost estimates for implementation of various alternative measures.

### Products:

This task will begin the effort to develop concepts for transportation safety and security measures that would be feasible in the Spokane Metropolitan Area; and create cost estimates for use in informing the public about potential improvements.

### Revenue Source:

#### 44410 – Transportation Safety and Security

	<u>FHWA</u>	<u>LOCAL</u>	<u>TOTAL</u>
2010	2,000	1,000	3,000

## **44411 - Base Line Data Collection Program**

### **Objective:**

Additional emphasis is expected to be placed on the accurate and ongoing monitoring of the regional transportation system to assess its overall performance. The data collected will be used in the congestion management process that has been developed as well as by EPA and FHWA to ascertain fulfillment of transportation control measures contained in the State Implementation Plan for air quality in non-attainment areas. This data will be used to evaluate the responsiveness of tasks contained in 44402, 44404, and 44408, where before and after studies will be used to evaluate the effects of transportation investment decisions.

### **Scope of Work:**

1. Maintain an ongoing seasonal vehicle classification count program for Spokane County. Count data at screen-line locations for modeling and congestion management process purposes. Traffic counting has been contracted out to WSDOT TDO in Olympia in the past and is expected to continue during the horizon of this work program
2. Maintain the traffic count program to supplement City, County, and WSDOT counts currently taken to monitor Highway Performance Monitoring System (HPMS) sample locations, as well as monitor peak hour conditions on the regionally significant transportation system.
3. Obtain STA provided transit ridership data by route. Incorporate that data into the SRTC's GIS for analysis with other spatial data developed by STA as a part of their annual data collection efforts.
4. Consider the recommendation of the 2005 Home Interview Survey for inclusion student trip survey, recognizing there are over 8,000 higher education students in the Spokane Metro area. Develop more detailed sub-area and corridor studies in order to refine trip length frequency curves and trip generation rate data that are more spatially accurate to the area being considered.
5. Analyze and incorporate traffic counts taken in 2009 and 2010 as part of the traffic count program at screen line and other critical locations necessary for transportation model calibration at the regional and sub regional level.

### **Products:**

This task will provide reliable and necessary data for virtually every task undertaken within the transportation planning program. Network modeling, public transportation alternatives, air quality, land use development patterns, growth management, major investment analyses, and individual project development necessitates the availability of base line data. This task will provide reports that can also be used by local

jurisdictions, the economic development community, and the general public interested in transportation issues. Most important will be development of congestion management related data that will rely on information to assess progress made toward addressing congestion problems.

**Revenue Source:**

**44411 - Base Line Data Collection Program**

	<u>FHWA</u>	<u>FTA</u>	<u>RTPO</u>	<u>LOCAL</u>	<u>TOTAL</u>
<b>2010</b>	<b>25,000</b>	<b>9,000</b>	<b>4,000</b>	<b>8,000</b>	<b>46,000</b>

## **44412 - Transportation Air Quality Planning**

### **Objective:**

To ensure the transportation system is accurately identified and equitably incorporated into Federal, State, and local air quality implementation plans developed in association with Spokane Regional Clean Air Agency, WSDOE, and the Environmental Protection Agency.

### **Background:**

During the past several years, agencies in the Spokane area have been addressing the issue of carbon monoxide (CO) and particulate emissions (PM-10) as part of the State Implementation Plan (SIP). Based on this activity, considerable attention has been given to base data and the substantial impacts that transportation strategies could have on effectively reducing CO and particulate emissions. It is expected that no additional transportation control measures (TCM) will be necessary in maintaining air quality attainment now that the Carbon Monoxide Maintenance Plan has been approved by EPA.

### **Scope of Work:**

1. Provide technical analysis in fulfilling both regional and project level air quality conformity analysis as required by the Clean Air Act Amendments of 1990 and Clean Air Washington Act.
2. Provide technical support for updating as necessary Spokane's Carbon Maintenance Plans for both Carbon Monoxide and Particulate Matter.
3. Provide analysis of transportation modeling output for such activities as comprehensive land use plan changes and major transportation improvements. Evaluate potential impacts of these activities on air quality such as GHG.
4. Provide project review during early planning stages to identify potential mobile source air quality concerns.
5. Provide coordination with WSDOT and WSDOE on air quality issues.
6. Develop, in conjunction with the transportation modeling efforts, forecasts of VMT and emissions for use in evaluating SIP progress and prepare necessary reports.

### **Products:**

This task will provide the staff support necessary to conduct the technical analyses and reports required by SAFETEA-LU and CAAA of 1990. This includes air quality conformity analysis using EPA approved models and other resources necessary to

meet the various federal and state requirements imposed on the transportation system as they relate to air quality. The product of this task will also help to ensure Spokane maintains and enhances its ability to remain a sustainable community.

**Revenue Source:**

**44412 – Transportation Air Quality Planning**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2010</b>	<b>55,000</b>	<b>34,500</b>	<b>18,407</b>	<b>18,000</b>	<b>125,907</b>

**Spokane Regional Transportation Council  
Unified Planning Work Program  
Fiscal Year 2010  
Revenue Forecast  
Table 1**

**FY 2010**

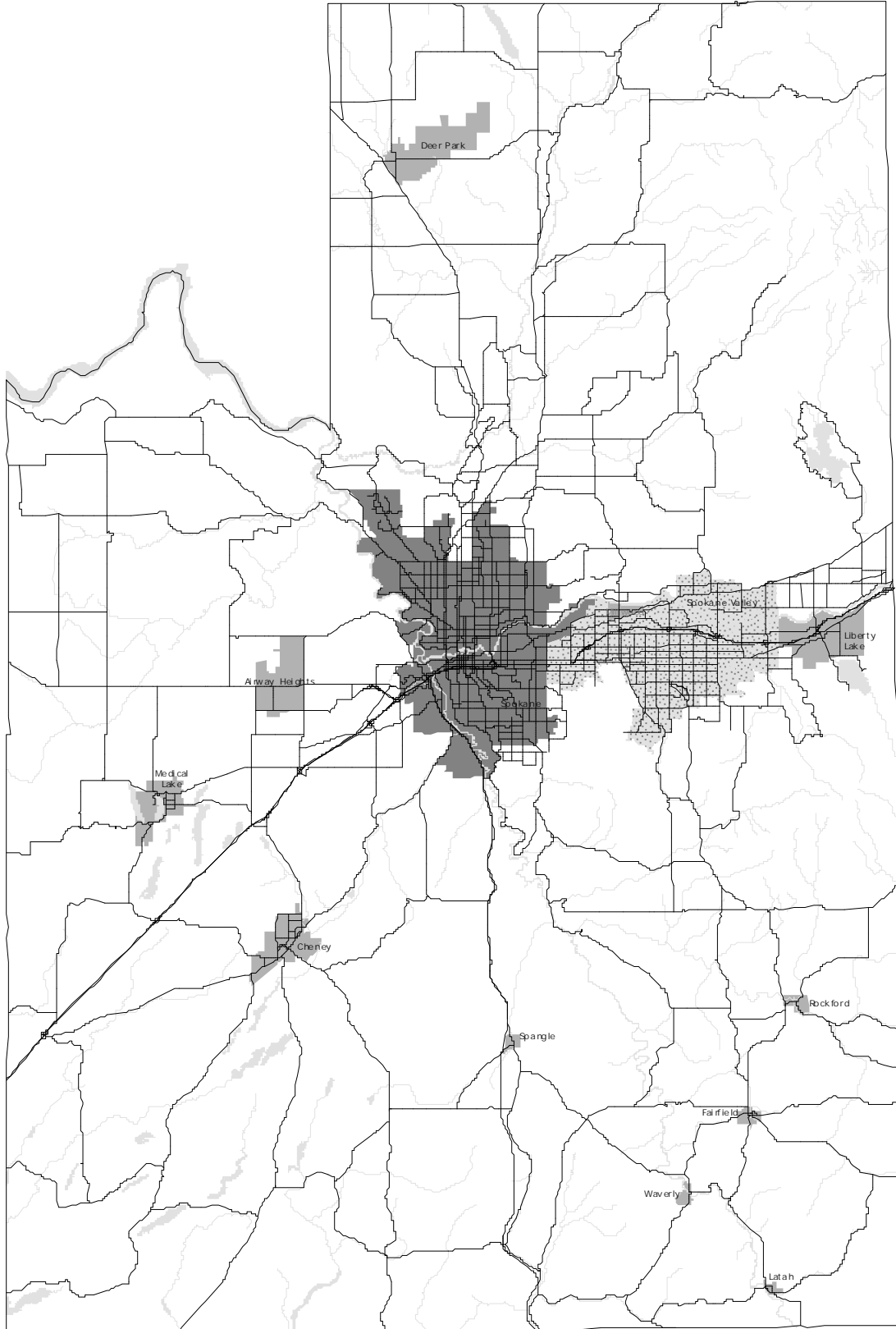
<b>TASK #</b>	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>CMAQ</b>	<b>STP</b>	<b>Local</b>	<b>Total</b>
44402	\$2,000		\$5,209			\$500	\$7,709
44403	2,563				70,000	12,000	84,563
44404	1,000			250,000		42,000	293,000
44405	30,000	13,000	7,000			9,000	59,000
44406	234,000	16,000	4,000			45,000	299,000
44407	1,000	500	2,000			2,500	6,000
44408	155,000	42,000	85,500			36,000	318,500
44409	115,000	34,300	17,000			27,000	193,300
44410	2,000					1,000	3,000
44411	25,000	9,000	4,000			8,000	46,000
44412	55,000	34,500	18,407			18,000	125,907
<b>Total</b>	<b>\$622,563</b>	<b>\$149,300</b>	<b>\$143,116</b>	<b>\$250,000</b>	<b>\$70,000</b>	<b>\$201,000</b>	<b>\$1,435,979</b>

**Fiscal Year 2010  
Expenditure Forecast  
Table 2**

**FY 2010**

<b>Task #</b>	<b>Personnel</b>	<b>Travel</b>	<b>Equip/ Software</b>	<b>Contract</b>	<b>Training</b>	<b>WSDOT</b>	<b>Total</b>
44402	\$7,209	\$500					\$7,709
44403	32,500	2,063		\$50,000			84,563
44404	36,000	2,000	\$20,000	85,000		\$150,000	293,000
44405	58,500	500					59,000
44406	275,000	12,000	4,500		7,500		299,000
44407	4,500	1,500					6,000
44408	220,000	3,500	5,000	85,000	5,000		318,500
44409	180,300	2,400	5,000	3,000	2,600		193,300
44410	2,000	500			500		3,000
44411	10,000	500		25,000		10,500	46,000
44412	106,000	2,500	3,500	11,407	2,500		125,907
<b>Total</b>	<b>\$932,009</b>	<b>\$27,963</b>	<b>\$38,000</b>	<b>\$259,407</b>	<b>\$18,100</b>	<b>\$160,500</b>	<b>\$1,435,979</b>
%of Total	64.90%	1.95%	2.65%	18.06%	1.26%	11.18%	100.00%

# SPOKANE METROPOLITAN AREA



## SPOKANE METROPOLITAN AREA

X

Spokane County, Washington

### Political Boundaries

- Small Towns
- City of Spokane
- City of Spokane Valley



1:409,678

0 1 2 3 4 5 6 Miles

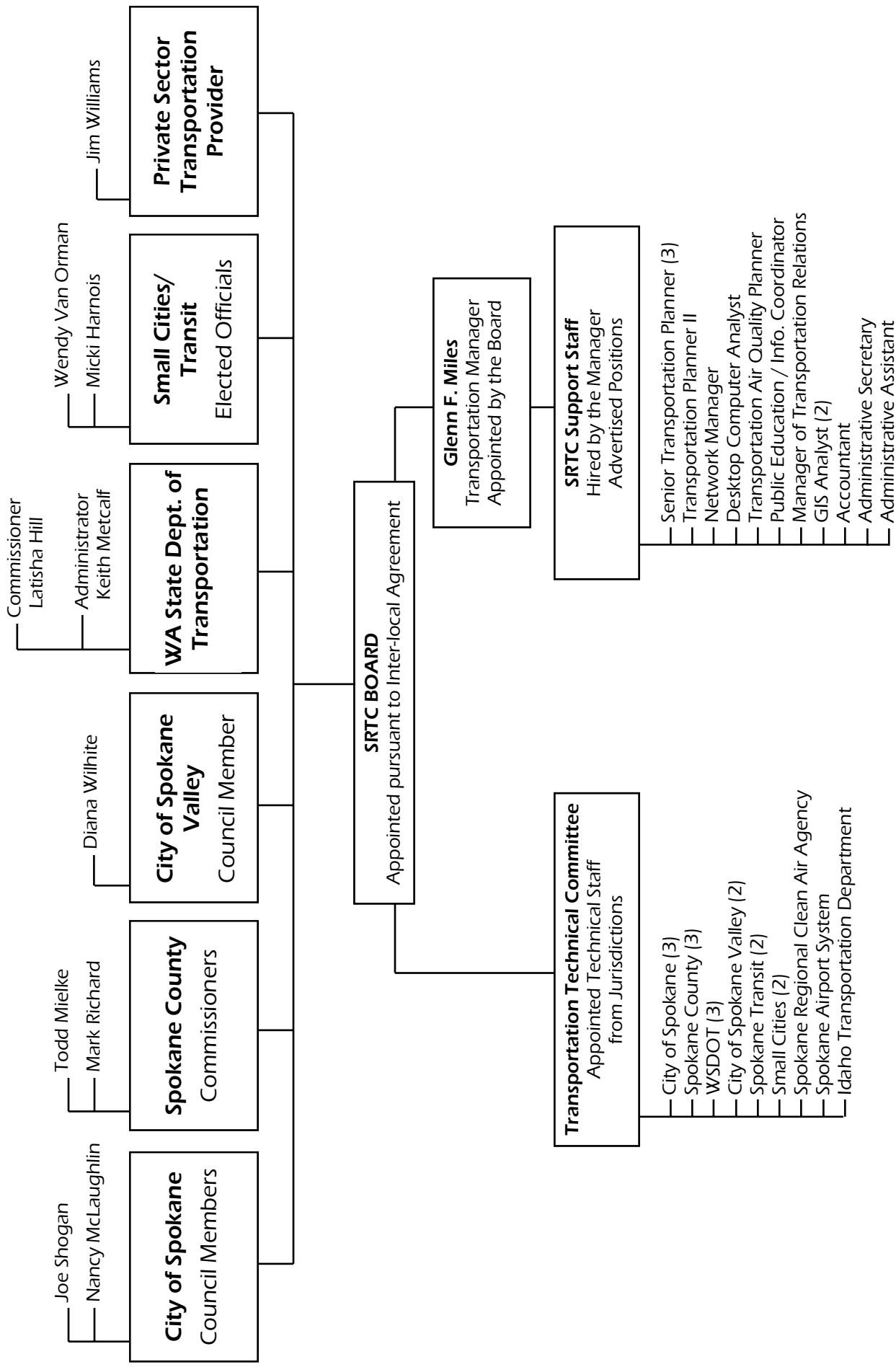
**SRTC**

Spokane Regional Transportation Council

September 2006 [spmetroreab&w06.mxd](#)

\*Data based on best available information. \*Data for illustrative purposes only.

# SPOKANE REGIONAL TRANSPORTATION COUNCIL (SRTC) STRUCTURE



**SPOKANE REGIONAL TRANSPORTATION COUNCIL**

**SRTC BOARD OF DIRECTORS  
2009**

Jim Williams .....Private Sector Transportation Provider  
Wendy Van Orman.....STA Representative  
Keith Metcalf .....WA State Department of Transportation  
Nancy McLaughlin.....City of Spokane Council Member  
Todd Mielke.....Spokane County Commissioner  
Micki Harnois (Chair).....Small Towns Representative  
Mark Richard.....Spokane County Commissioner  
Diana Wilhite (Vice-Chair) .....City of Spokane Valley Council Member  
Joe Shogan .....City of Spokane Council Member  
Latisha Hill.....WA State Transportation Commission

Stan Schwartz .....Legal Counsel

**SRTC MEMBER JURISDICTION & AGENCIES**

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

## TRANSPORTATION TECHNICAL COMMITTEE

2009

Bryan St. Clair	City of Airway Heights (representing small towns)
Bob Brueggeman	Spokane County Engineering
Ron Edgar (Vide-Chair)	Spokane Regional Clean Air Agency
Mike Frucci	WSDOT, Eastern Region
Mike Gribner	WSDOT, Eastern Region
Chad Coles	Spokane County Engineering
Gordon Howell (Chair)	Spokane Transit Authority
Roger Krieger	City of Deer Park (representing small towns)
Katherine Miller	City of Spokane Capital Programs Dept
Inga Note	City of Spokane Valley
Karl Otterstrom	Spokane Transit Authority
John Pederson	Spokane County Planning
Mike Serbousek	City of Spokane Street Department
Mike Taylor	City of Spokane Engineering
Harold White	WSDOT, Eastern Region
Teresa Eckard	Spokane Airport Board
Steve Worley	City of Spokane Valley
Don Davis	Idaho Transportation Department