

# Spokane Regional Transportation Council

## Unified Planning Work Program FY 2008-2009



**For the Spokane Metropolitan Area**

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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 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 two (2) fiscal years, 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 2008-2009 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). Combined funding to support fiscal years 2008 and 2009 of the UPWP activities is estimated to be **\$ 2,824,356**. The primary sources of funds are anticipated as follows:

	<b><u>2008</u></b>	<b><u>2009</u></b>
Federal Highway Planning Fund	\$499,563	\$499,563
Federal Highway Planning Carry-over	123,000	
Federal Transit Administration 5303	137,999	137,999
Federal Highway STP/CMAQ Funds	320,000	320,000
RTPO Planning	51,907	51,907
RTPO WTP Planning	91,209	91,209
Local Funding Sources	<u>250,000</u>	<u>250,000</u>
Grand Total	<b>\$1,473,678</b>	<b>\$1,350,678</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 originally adopted its Public Involvement Program on July 14, 1994 and was most recently revised in 2007. 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. A good example of developing a coordinated process has been the establishment of the Spokane Regional Transportation Management Center (SRTMC) as part of the Congestion Management System (CMS). Integrating the SRTMC into the regional Congestion Management System provides a unique opportunity to use real time resources collected in the field to improve efficiency of the regional transportation system, thereby including proactive planning in daily practice.

### **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. During the upcoming two fiscal years, SRTC and KMPO will continue to coordinate planning and modeling efforts that affect both MPO areas as the staff and management of both MPO's are consolidated under one organizational structure.

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 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 two years, the Spokane region is facing a number of significant transportation issues, most of which involve the ability to ensure transportation improvements are concurrent with development and the need to establish a stable funding structure that may include regional impact fees

The discussion of concurrency by local jurisdictions and the Washington State Legislature has resulted in a heightened awareness of the impacts associated with growth and development as it affects transportation systems that cross jurisdictional boundaries. The likely inclusion of Highways of Statewide Significance (HSS) to the concurrency system is expected to have an ever changing role for regional transportation planning as the MPO manages the data and data analysis to determine the overall transportation impacts brought about by growth and development.

While concurrency is laudable and desirable, it comes with a whole host of challenges that require addressing the current backlog of projects, those that have become the “responsibility of the public.” Many of these basic improvement needs are a direct result of growth and development in locations where land was affordable but adequate infrastructure was limited. Pre-existing platted lots on the perimeter of the urban area have contributed to congestion in the urban core as well as failure of the transportation infrastructure that was never constructed to handle either the volume or weight of traffic being placed on the system. Consequently, the public responsibility to fix these known deficiencies, while at the same time address the ongoing maintenance, operation and rehabilitation of the existing system, presents a large strain on existing resources, as well as force the debate on public policy investment priorities.

Another significant issue facing the region continues to be the overall land use

development patterns. Continued migration out of the urban area, to a semi-rural environment is now competing with new infill developments that are requiring re-investment in the existing infrastructure. These competitive pressures both have definite quality of life motives; however, the ability to provide a regional transportation system that addresses accessibility, mobility, and air quality issues becomes more difficult. Close coordination between land use plans and the regional transportation system has necessitated an iterative process in order to ensure an adequately sized transportation system is established. To this end, SRTC has adopted plans and policies that both encourage and support alternative land use developments capable of supporting public transportation and ridesharing activities. Comprehensive Plans in Spokane County were adopted in 2002. The City of Spokane Valley updated their Comprehensive Plan in 2006 and is currently refining the plan to ensure consistency with the Metropolitan Transportation Plan. City of Spokane, Spokane County, and the City of Liberty Lake are all at various stages of updating their Comprehensive Land Use plans.

Transportation analyses conducted by the SRTC continue to pay close attention to the potential impacts transportation decisions may have on air quality. 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 2008-2009 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 2008-2009 UPWP provides the scope of work and budget necessary to accomplish these critical elements of the overall transportation planning process. This task 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 priorities. During 2008-2009, SRTC will continue to work with local jurisdictions and communities to continue long-range transportation plans, programs and projects, as well as financial planning activities.

### **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 STA agreement executed in 1999 is currently being updated. They are reviewed annually.

#### *SRTC and Spokane Transit Authority*

This section is being updated.

#### *Transit Project Selection and Programming*

This section is being updated.

#### *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. WSDOE was responsible for developing an emissions budget and demonstrating attainment of the National

Ambient Air Quality Standards (NAAQS) by 1995. WSDOE failed to implement their element of the SIP in a timely manner. As a consequence, EPA redesignated the Spokane non-attainment area to a serious non-attainment area in 1998. 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 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.

#### **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 three corridor studies for the 2008-2009 fiscal years. 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 2008-2009 time frame includes the West Plains Transportation Study, East Valley 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 two years.

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

The balance of this UPWP describes planning activities that will be undertaken by SRTC from July 1, 2007 through June 30, 2009. Eleven major work program categories are identified:

- 44402 Metropolitan Transportation Plan
- 44403 Transportation Corridor Analyses
- 44404 Congestion/Concurrency Management/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 2006-2007 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.

## **2008-2009 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 2007 Metropolitan Transportation Plan is adopted and forwarded on to the appropriate State and Federal agencies as required in SAFETEA-LU during the first quarter of FY 2008.
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 2008 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**

	<u>FHWA</u>	<u>WTP</u>	<u>LOCAL</u>	<u>TOTAL</u>
<b>2008</b>	<b>25,000</b>	<b>36,209</b>	<b>4,000</b>	<b>65,209</b>
<b>2009</b>	<b>25,000</b>	<b>36,209</b>	<b>4,000</b>	<b>65,209</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. East Valley Transportation Study and the local systems connection to Interstate 90.
2. West Plains Transportation study.
3. Bridging the Valley Transportation Project to continue design, engineering, and management support for the corridor project.
4. Northwest Transportation Study Update and one additional study that may emerge during the course of the two-year period.
5. 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.
6. 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.
7. Conduct conformity review on alternatives that may be proposed in major corridor analyses.
8. 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**

	<b>FHWA</b>	<b>FTA</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>160,563</b>		<b>40,000</b>	<b>200,563</b>
<b>2009</b>	<b>130,563</b>	<b>20,000</b>	<b>40,000</b>	<b>190,563</b>

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

### **Objective:**

Operate a Congestion/Concurrency Management System 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 System (CMS) 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 2008 and 2009, 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.

### **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. Adding new participants in the program effort such as Washington State Patrol (WSP), Emergency Services, 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 system. 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 System/SRTMC**

	<b>FHWA</b>	<b>CMAQ</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>45,000</b>	<b>250,000</b>	<b>100,000</b>	<b>395,000</b>
<b>2009</b>	<b>41,000</b>	<b>250,000</b>	<b>100,000</b>	<b>391,000</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. Prepare for and participate in the Federal Transportation re-certification process scheduled to be conducted in September 2007.
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 2008-2009 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

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>35,000</b>	<b>13,000</b>	<b>5,000</b>	<b>3,500</b>	<b>56,500</b>
<b>2009</b>	<b>35,000</b>	<b>13,000</b>	<b>5,000</b>	<b>3,500</b>	<b>56,500</b>

## **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, technical staff, and elected officials on activities being conducted as part of the transportation planning process. The TTC, and SRTC Board provide the formal settings where this exchange will occur. Additional workshops, meetings, and outreach programs will be held during the year 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.
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**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>62,000</b>	<b>12,000</b>	<b>6,000</b>	<b>11,500</b>	<b>91,500</b>
<b>2009</b>	<b>15,000</b>	<b>13,000</b>	<b>7,000</b>	<b>11,500</b>	<b>46,500</b>

## 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 or quarterly 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 2008-2011 and 2009-2012 Transportation Improvement Programs for Spokane County as well as the associated documentation necessary to support its approval.
2. Develop the 2007 and 2008 Annual Report on MPO and RTPO activities.
3. Prepare the FY's 2010-2011 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 joint FTA/FHWA certification review in September 2007.
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 recertification process in September 2007.

### Revenue Source:

#### 44407 - Annual Documentation and Visualizations

	<u>FHWA</u>	<u>FTA</u>	<u>RTPO</u>	<u>LOCAL</u>	<u>TOTAL</u>
2008	23,000	8,000	2,000	16,000	49,000
2009	23,000	4,000	2,000	16,000	45,000

## **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. This task will also further refine and incorporate the 2005 Home Interview study into sub-area travel demand models that can be used for concurrency.
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.

#### **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.
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 System 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 by conducting a biennial traffic count program.

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>WTP</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>120,000</b>	<b>40,000</b>	<b>28,500</b>	<b>55,000</b>	<b>30,000</b>	<b>273,500</b>
<b>2009</b>	<b>130,000</b>	<b>31,000</b>	<b>28,000</b>	<b>55,000</b>	<b>30,000</b>	<b>274,000</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 street and sidewalk inventory files.
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 collection and analysis.
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**

	<u>FHWA</u>	<u>FTA</u>	<u>RTPO</u>	<u>LOCAL</u>	<u>TOTAL</u>
<b>2008</b>	<b>100,000</b>	<b>26,999</b>	<b>5,000</b>	<b>23,000</b>	<b>154,999</b>
<b>2009</b>	<b>65,000</b>	<b>13,000</b>	<b>8,000</b>	<b>23,000</b>	<b>109,000</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**

	<b>FHWA</b>	<b>FTA</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>25,000</b>	<b>1,000</b>	<b>1,000</b>	<b>27,000</b>
<b>2009</b>	<b>25,000</b>	<b>3,000</b>	<b>1,000</b>	<b>29,000</b>

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

### **Objective:**

With passage of the SAFETEA-LU, additional emphasis is 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 program 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 system 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. Continue to analyze the 2005 Home Interview Survey for inclusion in more detailed sub-area and corridor studies in order to refine trip length frequency curves and trip generation rate data that is more spatially accurate to the area being considered.
5. Analyze and incorporate traffic counts taken in 2007 as part of the biennial 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**

	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>LOCAL</b>	<b>TOTAL</b>
<b>2008</b>	<b>35,000</b>	<b>7,500</b>	<b>4,000</b>	<b>3,000</b>	<b>49,500</b>
<b>2009</b>	<b>35,000</b>	<b>11,499</b>		<b>3,000</b>	<b>49,499</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 County Air Pollution Control Authority, 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 was 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.
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>2008</b>	<b>62,000</b>	<b>29,500</b>	<b>1,407</b>	<b>18,000</b>	<b>110,907</b>
<b>2009</b>	<b>45,000</b>	<b>29,500</b>	<b>1,907</b>	<b>18,000</b>	<b>94,407</b>

**Spokane Regional Transportation Council  
Unified Planning Work Program  
Fiscal Year 2008  
Revenue Forecast**

**FY 2008**

<b>TASK #</b>	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>CMAQ</b>	<b>WTP</b>	<b>STP</b>	<b>Local</b>	<b>Total</b>
44402	\$25,000				\$36,209		\$4,000	\$65,209
44403	90,563					\$70,000	40,000	\$200,563
44404	45,000			\$250,000			100,000	\$395,000
44405	35,000	\$13,000	\$5,000				3,500	\$56,500
44406	62,000	12,000	6,000				11,500	\$91,500
44407	23,000	8,000	2,000				16,000	\$49,000
44408	120,000	40,000	28,500		55,000		30,000	\$273,500
44409	100,000	26,999	5,000				23,000	\$154,999
44410	25,000	1,000					1,000	\$27,000
44411	35,000	7,500	4,000				3,000	\$49,500
44412	62,000	29,500	1,407				18,000	\$110,907
	<b>\$622,56</b>							<b>\$1,473,67</b>
<b>Total</b>	<b>3</b>	<b>\$137,999</b>	<b>\$51,907</b>	<b>\$250,000</b>	<b>\$91,209</b>	<b>\$70,000</b>	<b>\$250,000</b>	<b>8</b>

**Spokane Regional Transportation Council  
Unified Planning Work Program  
Fiscal Year 2009  
Revenue Forecast**

<b>TASK #</b>	<b>FHWA</b>	<b>FTA</b>	<b>RTPO</b>	<b>CMAQ</b>	<b>WTP</b>	<b>STP</b>	<b>Local</b>	<b>Total</b>
44402	\$25,000				\$36,209		\$4,000	\$65,209
44403	60,563	\$20,000				\$70,000	40,000	\$190,563
44404	41,000			\$250,000			100,000	\$391,000
44405	35,000	13,000	\$5,000				3,500	\$56,500
44406	15,000	13,000	7,000				11,500	\$46,500
44407	23,000	4,000	2,000				16,000	\$45,000
44408	130,000	31,000	28,000		55,000		30,000	\$274,000
44409	65,000	13,000	8,000				23,000	\$109,000
44410	25,000	3,000					1,000	\$29,000
44411	35,000	11,499					3,000	\$49,499
44412	45,000	29,500	1,907				18,000	\$94,407
	<b>\$499,56</b>							<b>\$1,350,67</b>
<b>Total</b>	<b>3</b>	<b>\$137,999</b>	<b>\$51,907</b>	<b>\$250,000</b>	<b>\$91,209</b>	<b>\$70,000</b>	<b>\$250,000</b>	<b>8</b>

**Spokane Regional Transportation Council  
 Unified Planning Work Program  
 Fiscal Year 2008  
 Expenditure Forecast  
 Table 2**

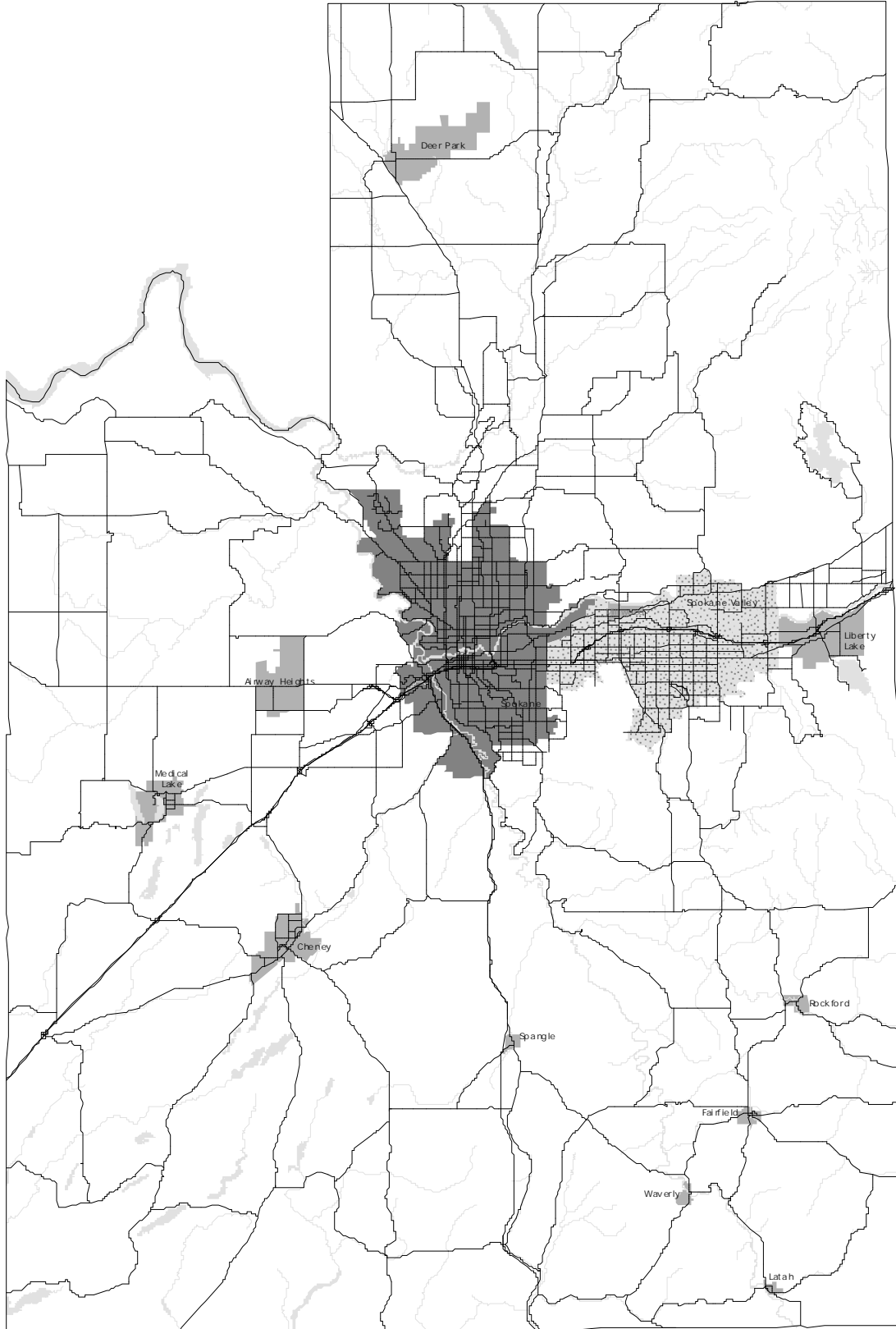
**FY 2008**

<b>Task #</b>	<b>Personnel</b>	<b>Travel</b>	<b>Capital</b>	<b>Contract</b>	<b>Training</b>	<b>WSDOT</b>	<b>Total</b>
44402	\$45,000			\$20,209			\$65,209
44403	148,500	\$2,063		50,000			\$200,563
44404	130,000	2,500	\$20,000	85,000	7,500	\$150,000	\$395,000
44405	45,000	2,500	4,500	4,500			\$56,500
44406	86,500	5,000					\$91,500
44407	47,500	1,500					\$49,000
44408	248,500	2,500	5,000	12,500	5,000		\$273,500
44409	135,999	2,400	10,000	4,000	2,600		\$154,999
44410	23,800	1,200			2,000		\$27,000
44411	33,500	500		5,000		10,500	\$49,500
44412	84,907	2,500	3,500	17,500	2,500		\$110,907
<b>Total</b>	<b>\$1,029,206</b>	<b>\$22,663</b>	<b>\$43,000</b>	<b>\$198,709</b>	<b>\$19,600</b>	<b>\$160,500</b>	<b>\$1,473,678</b>
%of Total	69.84%	1.54%	2.92%	13.48%	1.33%	10.89%	100.00%

**Spokane Regional Transportation Council  
 Unified Planning Work Program  
 Fiscal Year 2009  
 Expenditure Forecast  
 Table 2**

<b>Task #</b>	<b>Personnel</b>	<b>Travel</b>	<b>Capital</b>	<b>Contract</b>	<b>Training</b>	<b>WSDOT</b>	<b>Total</b>
44402	\$45,000			\$20,209			\$65,209
44403	138,500	\$2,063		50,000			\$190,563
44404	130,000	2,500	\$16,000	85,000	7,500	\$150,000	\$391,000
44405	45,000	2,500	4,500	4,500			\$56,500
44406	41,500	5,000					\$46,500
44407	43,500	1,500					\$45,000
44408	256,000	2,500	12,500		3,000		\$274,000
44409	101,000	2,400		3,000	2,600		\$109,000
44410	25,800	1,200			2,000		\$29,000
44411	33,499	500		5,000		10,500	\$49,499
44412	78,000	2,500		11,407	2,500		\$94,407
<b>Total</b>	<b>\$937,799</b>	<b>\$22,663</b>	<b>\$33,000</b>	<b>\$179,116</b>	<b>\$17,600</b>	<b>\$160,500</b>	<b>\$1,350,678</b>
%of Total	69.43%	1.68%	2.44%	13.27%	1.30%	11.88%	100.00%

# SPOKANE METROPOLITAN AREA



## SPOKANE METROPOLITAN AREA

X

Spokane County, Washington

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

### Political Boundaries

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



1:409,678

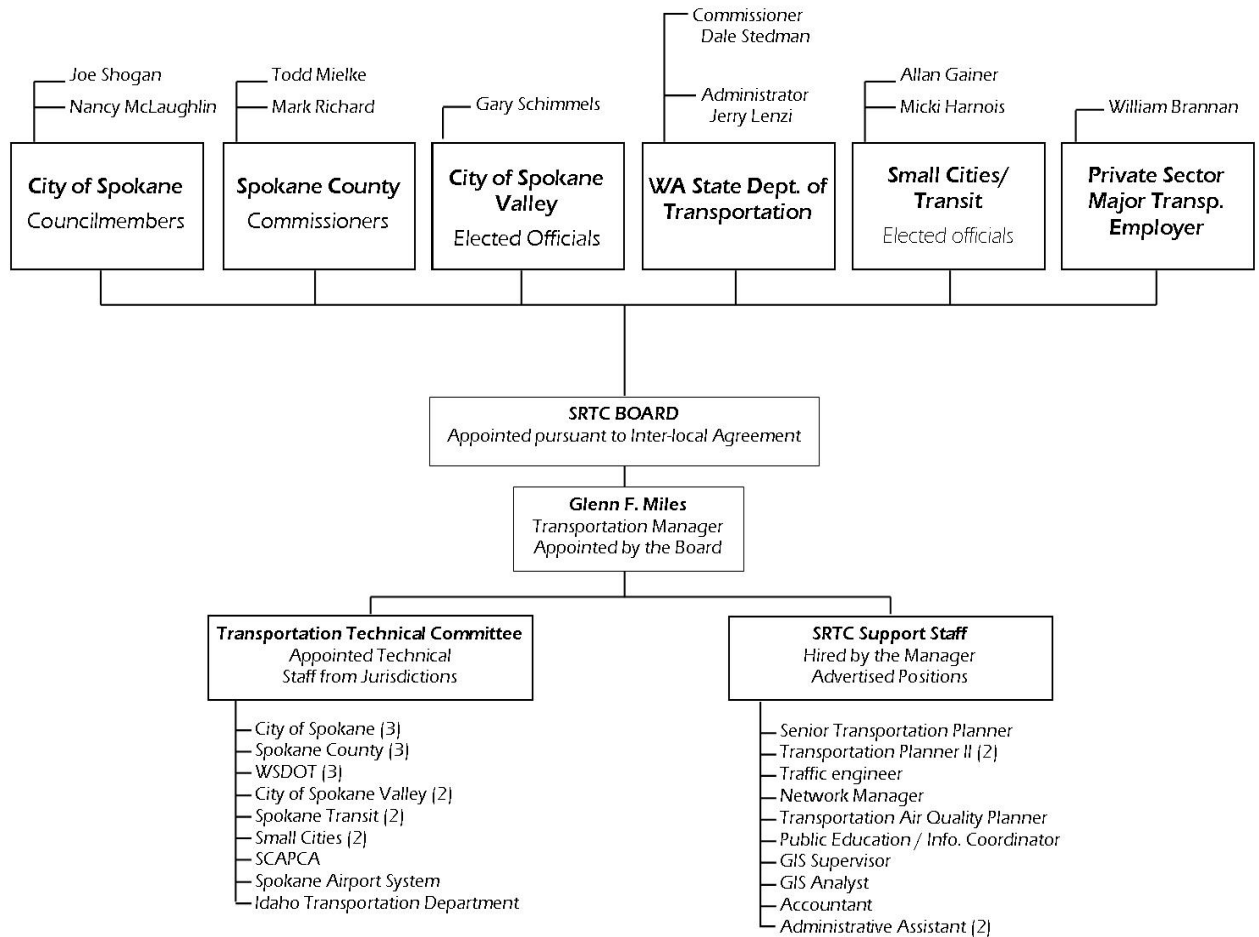
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**SRTC**

Spokane Regional Transportation Council

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

# SPOKANE REGIONAL TRANSPORTATION COUNCIL (SRTC)



**SPOKANE REGIONAL TRANSPORTATION COUNCIL**

**SRTC BOARD OF DIRECTORS  
2007**

William Brannan (Alternate) .....Private Sector  
Allan Gainer .....STA Representative  
Jerry Lenzi.....WA St. Dept. of Transportation  
Nancy McLaughlin.....City of Spokane Council Member  
Todd Mielke (Vice-Chair).....Spokane County Commissioner  
Micki Harnois.....Small Towns Representative  
Mark Richard.....Spokane County Commissioner  
Gary Schimmels.....City of Spokane Valley Council Member  
Joe Shogan (Chair) .....City of Spokane Council Member  
Dale Stedman .....WA St. Transportation Commission

Pat Dalton .....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

2007

Tom Arnold (Chair) .....	City of Spokane Engineering
Bob Brueggeman.....	Spokane County Engineering
Don Davis .....	Idaho Transportation Department
Ron Edgar .....	SCAPCA
Mike Frucci .....	WSDOT, Eastern Region
Mike Gribner .....	WSDOT, Eastern Region
Bill Hemmings (Alternate) .....	Spokane County Engineering
Gordon Howell .....	Spokane Transit Authority
Roger Krieger .....	City of Deer Park (representing small towns)
Don MacDonald.....	City of Cheney (representing small towns)
John Mercer.....	City of Spokane Public Works
E. Susan Meyer .....	Spokane Transit Authority
Katherine Miller.....	City of Spokane Capital Programs Department
Inga Note .....	City of Spokane Valley
John Pederson .....	Spokane County Planning
Harold White.....	WSDOT, Eastern Region
Todd Woodard.....	Spokane Airport Board
Steve Worley .....	City of Spokane Valley