

Spokane Regional Transportation Council

Unified Planning Work Program FY 2011-2012



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 2011-2012 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 Washington State fiscal year 2011 and 2012 UPWP activities is estimated to be **\$2,353,673 and \$1,783,000 respectively**. The primary sources of funds are anticipated as follows:

	<u>2011</u>	<u>2012</u>
Federal Highway Planning Fund	\$575,184	\$500,000
Federal Highway Planning Carry-over	6,588	50,000
Federal Transit Administration 5303	158,728	158,000
Federal Highway STP/CMAQ Funds	520,000	515,000
RTPO Planning	145,673	140,000
Local Funding Sources	250,000	250,000
Federal Transit Administration 5339	367,500	
Spokane Transit Authority	330,000	170,000
Grand Total	\$2,353,673	\$1,783,000

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, Transportation Advisory Committee (TAC), 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 the 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, social media outreach methods, 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 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 Policy in November 2008, and in May 2011 will start the process of revising and updating the Policy. SRTC also includes in the process specific outreach activities to the traditionally underserved through implementation of the SRTC Title VI 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 renewed its contract with SRTC in 2009 to continue providing staff and Board support. 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

Spokane Clean Air Agency

Technical Service Director

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 most significant issues facing the Spokane Metropolitan area will be the financial ability to support maintenance, operation, and capital preservation on the regions transportation system, regardless of whether or not it's 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, needs far and away exceed the financial ability to deliver. The inability of Congress to pass a 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, the Washington State Transportation Commission embarked on their update to the Washington Transportation Plan during FY 2010. SRTC will be providing support to the WTP and its impacts to the Spokane region and the Spokane region's impact to the State system.

Transportation analyses conducted by the SRTC will continue to pay close attention to the potential impacts that 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 2011 and 2012 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 2011-2012 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 2011 and 2012, 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.

SRTC and Spokane Transit Authority

SRTC provides the regional transportation planning process that integrates land use decisions into the transportation planning process and evaluation of existing as well as future deficiencies regardless of mode of transportation. SRTC works collaboratively with STA in the development of regional public transportation strategies 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 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 (MOU) 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). SRTC and STA will be revisiting their MOU during the first quarter of 2012.

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 (SIP) for both Carbon Monoxide (CO) and Particulate Matter (PM10) 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 a CO emissions budget for Air Quality Conformity purposes in the Federal Register in February, 2005.

As the MPO, SRTC works with the 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 Transportation Control Measures (TCM) that may be necessary to ensure 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. SRTC and WSDOE will be reviewing their MOU during the first quarter of 2012.

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. 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 two areas for the 2011-2012 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 2011-2012 timeframe includes the West Plains Transportation Study and an update of the Northwest Transportation Study.

In addition, SRTC will be working to assist STA in evaluating the High Performance Transportation Network and supporting STA's long range system plan during the 2011-2012 fiscal years.

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 WSTC 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. To accomplish unfunded needs, three (3) additional FTE would be necessary to support these efforts.

Unified Planning Work Program Activities:

The balance of this UPWP describes planning activities that will be undertaken by SRTC from July 1, 2010 through June 30, 2012. 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 2011-2012 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 2008 Metropolitan Transportation Plan is updated and forwarded on to the appropriate State and Federal agencies as required in SAFETEA-LU by December 2012. It is anticipated the Unified Regional Transportation Vision will be completed in FY 2011, with the needs assessment and recommended projects completed and adopted in 2012, and the final MTP adoption in early 2013.
2. Evaluate the effect of growth and development on performance of the regional transportation system (roadway, transit, and alternate forms of transportation), using 2010 Census information being delivered in 2011 and 2012.
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 will be met as part of the update process that will occur in FY 2011
 - 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 2012 Work Program year.
8. Conduct public education, involvement, and outreach that supports 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 the Spokane Metropolitan Area and environmental evaluation and 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. During 2012, SRTC will update the Visioning, Goals, and Policies portion of the MTP as a result of the visioning process currently underway, as well as the needs assessment and recommended action strategies of the full MTP Update. Note: funds were programmed in 2011 for 2012 expenditure.

Revenue Source:

44402 - Metropolitan Transportation Plan

	FHWA	STP	LOCAL	TOTAL
2011	234	120,000	11,000	131,234
2012	5,000	-0-	1,000	6,000

44403 – Transportation Corridor Analyses

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 efforts to complete in the third quarter 2011.
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, with emphasis on Barker Road during 2011 and 2012
4. Northwest Transportation Study Update and one additional study that may emerge during the course of the 2012 fiscal year.
5. Central City Transit Alternative Analysis – started in fiscal year 2010 and anticipated to be completed during the 3rd quarter of fiscal year 2011. 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 Analysis.
6. Evaluation of High Performance Transportation Network (HPTN) Corridors: This will begin in the 3rd quarter of fiscal year 2011 with completion in fiscal year 2012. Corridors will include, but are not limited to: Central City, Division, Sprague/South Valley and a north-south corridor extending from Five Mile Heights to Moran Prairie via downtown. The evaluation will consider travel demand responses for various service configurations and contribute to the refinement of corridor definitions. Efforts by STA will include the development of capital and operating cost estimates for future prioritization and implementation considerations.
7. 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.
8. Conduct conformity review on alternatives that may be proposed in major corridor analyses.

9. 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 sub area transportation studies that address deficiencies, alternatives and public involvement efforts 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 Analyses

	FHWA	FTA	STP	LOCAL	TOTAL
2011		294,000	150,000	298,000	742,000
2012	20,000		265,000	225,000	510,000

44404 – Congestion/Concurrency Management/SRTMC

Objective:

Establish and maintain a Congestion/Concurrency Management System and assist in supporting the 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. During 2010, the SRTMC Board reviewed projects and programs for priority and timing for implementation. In addition, SRTC has an approved Concurrency/Congestion Management Plan that addresses the requirements of the Growth Management Act. During 2011, the SRTC staff has been directed by the Board to continue 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. Update the 1999 Inter-local agreement to add new participants such as the City of Spokane Valley, Idaho Transportation Department, 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 such as Division Street 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.
8. Work with the SRTC Board and local agencies to continue 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.

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/SRTMC

	FHWA	CMAQ	LOCAL	TOTAL
2011		250,000	20,000	270,000
2012	10,000	250,000	45,000	305,000

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 and local jurisdiction training opportunities to maintain and enhance professional abilities necessary to meet the changing needs of the SRTC and local jurisdictions in fulfilling federal and state transportation planning requirements
6. Provide staff supervision, evaluation, and management of agency activities.
7. Prepare for and provide staff support to the Federal MPO re-certification process that is expected to take place in the first and second quarter of FY 2012.

Products:

This task will result in agency oversight necessary to accomplish the 2011-2012 UPWP, while fulfilling financial, programmatic, training and staffing requirements. Continue to improve productivity and interest through training and team involvement on various projects.

Revenue Source:

44405 - Program Management and Administration

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	33,836	20,490	15,503	24,000	93,829
2012	35,000	13,000	15,000	10,000	73,000

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 Transportation Advisory Committee (TAC), Transportation Technical Committee (TTC), and SRTC Board currently provide the formal settings where this exchange can occur. Additional workshops, meetings, 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, advocacy groups, and the general public on transportation related topics.

Scope of Work:

1. Coordinate activities between SRTC staff, various 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, Transportation Advisory Committee (TAC), TTC, and Inland Pacific Hub (IPH) Board to ensure meaningful community input to the regional transportation planning process. The IPH Board is a subcommittee of SRTC and KMPO. SRTC is the lead agency for Phase 2 of the IPH project. For more information on the IPH, please see the website: www.inlandpacifichub.org.
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 and non-motorized amenities into what would otherwise be traditional roadway projects. For transportation demand management this includes regional coordination of the Commute Trip Reduction Program.
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 of environmental issues related to transportation project development.
4. Provide staff support to the TTC, SRTC Board and Transportation Advisory Committee (TAC). The TAC, SRTC's newest committee, is comprised of everyday citizens. It was formed to promote transparency and public engagement in SRTC's daily activities. It has 13 members spanning an array of geographic areas, modal and policy expertise, and constituent groups.

Providing staff support to the TAC and other committees includes devoting resources to fulfilling 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. Provide project management and staff support to the Inland Pacific Hub Phase 2 work effort as well as provide staffing in support for the Inland Pacific Hub Board and Executive Committee.
9. Provide staff support for the Spokane County Coordinated Public Transit-Human Services Transportation Plan (HSTP) which is developed through the cooperative efforts of the Spokane Regional Transportation Council (SRTC) and Spokane Transit Authority (STA) on behalf of Spokane County. The HSTP will be updated in 2012 in coordination with the next MTP update and the next WSDOT Consolidated Planning Grant Program call for projects.
10. 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 in the process 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

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	201,793	76,287	34,704	69,000	381,784
2012	150,000	32,000	24,000	35,000	241,000

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 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 2011-2014 and 2012-2015 Transportation Improvement Programs for Spokane County as well as the associated documentation necessary to support its approval.
2. Develop the 2010 and 2011 Annual Reports on MPO and RTPO activities.
3. Prepare the FY 2013-2014 Unified Planning Work Program and amendments to 2011-2012.
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 anticipated Federal transportation 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 Federal aid funding.

Revenue Source:

44407 - Annual Documentation and Visualizations

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	283	180	306	1,000	1,769
2012	3,000	8,000	1,000	8,000	20,000

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.
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 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 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, including modeling support for STA's long range system plan (High Performance Transportation Network). This will be accomplished in part by consultant services provided by DKS that were contracted in FY 2011.

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) with the new TAZ delineations completed as part of the 2010 census activities in the first quarter of 2012.
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

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	190,780	72,955	40,596	62,000	366,331
2012	150,000	40,000	41,000	40,000	271,000

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.
2. Provide local jurisdictions and agencies with data as requested to fulfill transportation planning activities being undertaken.
3. Continue efforts to incorporate 2010 census files as they are released.
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 transit analysis into VISUM.
5. Develop demographic profiles and patronage for individual bus routes derived from 2010 census information. 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

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	80,539	40,795	34,324	44,000	199,658
2012	110,000	27,000	30,000	30,000	197,000

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 transportation safety. This includes activities of the Traffic Safety Commission.
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. This will be incorporated into the Unified Regional Transportation Visioning process being conducted in FY 2011.
4. Evaluate incorporation of safety and security measures as a part of ITS deployment projects in the Spokane Metropolitan Area.
5. Develop planning level cost estimates for implementation of various alternative measures being considered.

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

	FHWA	FTA	LOCAL	TOTAL
2011			1,000	1,000
2012	2,000	1,000	1,000	4,000

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 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 database for analysis with other spatial data developed by STA as a part of their annual data collection efforts.
4. Develop a framework for the evaluation of cross border trip making characteristics that can be derived from the 2010 Census to understand the impact of growth and development on trip making characteristics in the bi-county area (Spokane and Kootenai).
5. Analyze and incorporate traffic counts taken in 2010 and 2011 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

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	30,349	71	30	22,000	52,450
2012	15,000	7,500	4,000	5,000	31,500

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 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 for the Metropolitan Transportation Plan, Transportation Improvement Program and major projects that have the potential to impact air quality.
2. Provide technical support for updating as necessary Spokane's 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 Green House Gases (GHG) and the current effort on Climate Change at the Federal and State level
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 such as ozone standards, as well as training and implementation of the MOVES software requirements.
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

	FHWA	FTA	RTPO	LOCAL	TOTAL
2011	43,958	21,450	20,210	28,000	113,618
2012	50,000	29,500	25,000	20,000	124,500

**Spokane Regional Transportation Council
Unified Planning Work Program
Fiscal Year 2011
Revenue Forecast**

Table 1

FY 2011

TASK #	FHWA	FTA	RTPO	CMAQ	STP	Local	Total
44402	\$ 234				\$120,000	\$ 11,000	\$ 131,234
44403		\$294,000			150,000	298,000	742,000
44404				\$250,000		20,000	270,000
44405	33,836	20,490	\$15,503			24,000	93,829
44406	201,793	76,287	34,704			69,000	381,784
44407	283	180	306			1,000	1,769
44408	190,780	72,955	40,596			62,000	366,331
44409	80,539	40,795	34,324			44,000	199,658
44410						1,000	1,000
44411	30,349	71	30			22,000	52,450
44412	43,958	21,450	20,210			28,000	113,618
Total	\$581,772	\$526,228	\$145,673	\$250,000	\$270,000	\$580,000	\$2,353,673

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**Spokane Regional Transportation Council
Unified Planning Work Program
Anticipated Fiscal Year 2012
Revenue Forecast**

Table 1

FY 2012

TASK #	FHWA	FTA	RTPO	CMAQ	STP	Local	Total
44402	\$ 5,000					\$ 1,000	\$ 6,000
44403	20,000				\$265,000	225,000	510,000
44404	10,000			\$250,000		45,000	305,000
44405	35,000	\$13,000	\$ 15,000			10,000	73,000
44406	150,000	32,000	24,000			35,000	241,000
44407	3,000	8,000	1,000			8,000	20,000
44408	150,000	40,000	41,000			40,000	271,000
44409	110,000	27,000	30,000			30,000	197,000
44410	2,000	1,000				1,000	4,000
44411	15,000	7,500	4,000			5,000	31,500
44412	50,000	29,500	25,000			20,000	124,500
Total	\$550,000	\$158,000	\$140,000	\$250,000	\$265,000	\$420,000	\$1,783,000

**Spokane Regional Transportation Council
Unified Planning Work Program
Fiscal Year 2011
Expenditure Forecast
Table 2**

FY 2011

Task #	Personnel	Travel	Equip/ Software	Contract	Training	WSDOT	Total
44402	\$ 734	\$ 500		\$130,000			\$ 131,234
44403	139,937	2,063		600,000			742,000
44404	5,500	2,000	\$20,000	85,000	\$ 7,500	\$150,000	270,000
44405	93,329	500					93,829
44406	371,284	6,000	4,500				381,784
44407	269	1,500					1,769
44408	340,331	3,500	5,000	12,500	5,000		366,331
44409	180,658	2,400	10,000	4,000	2,600		199,658
44410		500			500		1,000
44411	950	500				51,000	52,450
44412	87,618	2,500	3,500	17,500	2,500		113,618
Total	\$1,220,610	\$21,963	\$43,000	\$849,000	\$18,100	\$201,000	\$2,353,673
%of Total	51.86%	.93%	1.83%	36.07%	.77%	8.54%	100.00%

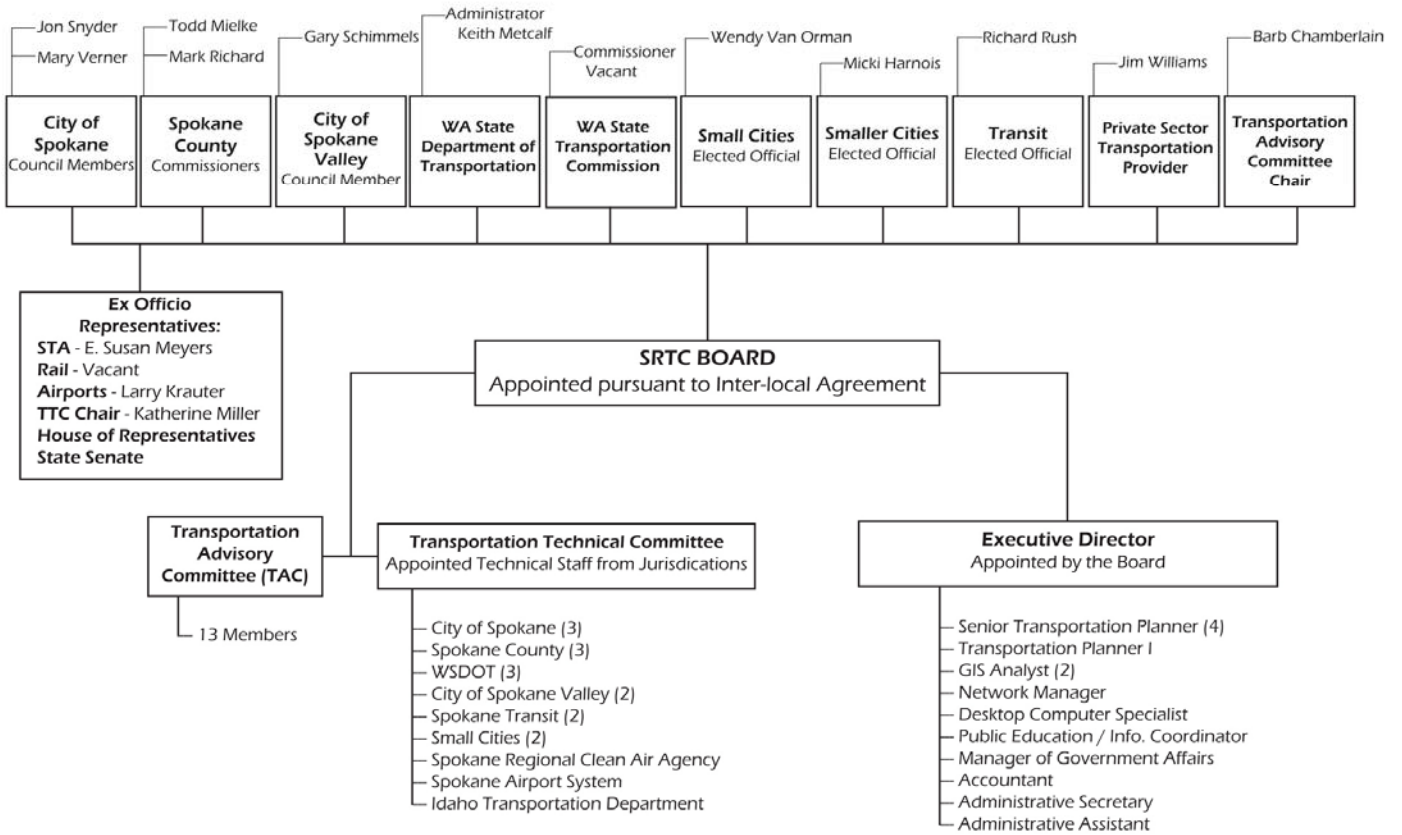
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**Spokane Regional Transportation Council
Unified Planning Work Program
Anticipated Fiscal Year 2012
Expenditure Forecast
Table 2**

FY 2012

Task #	Personnel	Travel	Equip/ Software	Contract	Training	WSDOT	Total
44402	\$ 5,500	\$ 500					\$ 6,000
44403	207,937	2,063		\$300,000			510,000
44404	40,500	2,000	\$20,000	85,000	\$ 7,500	\$150,000	305,000
44405	68,000	500		4,500			73,000
44406	230,500	6,000	4,500				241,000
44407	18,500	1,500					20,000
44408	245,000	3,500	5,000	12,500	5,000		271,000
44409	178,000	2,400	10,000	4,000	2,600		197,000
44410	2,050	1,200			750		4,000
44411	16,500	500		2,000		12,500	31,500
44412	98,500	2,500	3,500	17,500	2,500		124,500
Total	\$1,110,987	\$22,663	\$43,000	\$425,500	\$18,350	\$162,500	\$1,783,000
%of Total	62.32%	1.27%	2.41%	23.86%	1.03%	9.11%	100.00%

SPOKANE REGIONAL TRANSPORTATION COUNCIL (SRTC) STRUCTURE



SPOKANE REGIONAL TRANSPORTATION COUNCIL

**SRTC BOARD OF DIRECTORS
2011**

Jim WilliamsPrivate Sector
Richard RushSTA Representative
Keith MetcalfWA State Dept. of Transportation
Jon SnyderCity of Spokane Council Member
Todd Mielke.....Spokane County Commissioner
Micki Harnois.....Smaller Towns Representative
Mark Richard.....Spokane County Commissioner
Gary Schimmels (Chair)City of Spokane Valley Council Member
Mary Verner (Vice-Chair)Mayor, City of Spokane
Latisha Hill.....WA State Transportation Commission
Wendy Van OrmanSmall Towns Representative
Barb ChamberlainTransportation Advisory Committee Chair

Ex-Officio – Non Voting Members:

Railroad RepresentativeNot Yet Appointed
Transportation Technical CommitteeKatherine E. Miller TTC Chair
Spokane Airports System.....Todd Woodard/CEO Larry Krauter
Spokane Transit AuthorityE. Susan Meyer, CEO
Stan SchwartzLegal Counsel

SRTC MEMBER JURISDICTIONS & 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

2011

Ron Edgar..... Spokane Clean Air Agency
Mike Frucci WSDOT, Eastern Region
Mike Gribner WSDOT, Eastern Region
Harold White WSDOT, Eastern Region
Gordon Howell Spokane Transit Authority
Karl Otterstrom Spokane Transit Authority
Chad Coles (Vice Chair) Spokane County Engineering
Bob Brueggeman Spokane County Engineering
John Pederson Spokane County Planning
Katherine Miller (Chair) City of Spokane Capital Programs Department
Mike Taylor City of Spokane Engineering Services
Mark Serbousek..... City of Spokane Street Department
Inga Note City of Spokane Valley
Steve Worley City of Spokane Valley
Vacant (representing small towns)
Roger Krieger City of Deer Park (representing small towns)
Teresa Eckard Spokane International Airport

TRANSPORTATION ADVISORY COMMITTEE

2011

Christopher Cargill
Barb Chamberlain
Matthew Ewers
Kitty Klitzke
Randy LaBeff, P.E.
Jim Smith
Cheryl Stewart
Joe Tortorelli
Diana Wilhite