



State Fiscal Year (SFY) 2016

July 1, 2015 - June 30, 2016

Unified Planning Work Program

Approved
June 11, 2015

SRTC

SPOKANE REGIONAL TRANSPORTATION COUNCIL

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Spokane, WA 99201
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City of Spokane • Spokane County • City of Spokane Valley
Spokane Transit Authority • Washington State Department of Transportation
Washington State Transportation Commission • Spokane Airports
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 • City of Millwood
Town of Rockford • Town of Spangle • Town of Waverly

SRTC Policy Board

2015

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Joe Tortorelli	Washington State Transportation Commission
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Lawrence Stone.....	Private Sector Transportation Provider
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Harold White	Transportation Technical Committee Chair (Ex Officio)
Matt Ewers.....	Spokane Rail Representative (Ex Officio)

SRTC Member Jurisdictions & Agencies

City of Spokane
Spokane County
City of Spokane Valley
Spokane Transit Authority
Spokane Airports
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

2015

April Westby.....	Spokane Regional Clean Air Agency
Mike Frucci.....	WSDOT, Eastern Region
Glenn Wagemann	WSDOT, Eastern Region
Harold White (Chair).....	WSDOT, Eastern Region
Bob Brueggeman.....	Spokane County Engineering
Chad Coles	Spokane County Engineering
John Pederson	Spokane County Planning
Brandon Blankenagel	City of Spokane Capital Programs Department
Grant Wencel	City of Spokane Planning Services
Inga Note.....	City of Spokane Street Department
Sean Messner.....	City of Spokane Valley
Steve Worley.....	City of Spokane Valley
Roger Krieger	City of Deer Park (representing small towns)
Lisa Corcoran.....	Spokane International Airport
Karl Otterstrom	Spokane Transit Authority
Gordon Howell.....	Spokane Transit Authority
Todd Ableman.....	City of Cheney
Derrick Braaten	City of Airway Heights
Andrew Staples	City of Liberty Lake
Heleen Dewey (Vice Chair).....	Spokane Regional Health District
Sev Jones.....	Kalispel Tribe of Indians
Mike Tedesco	Spokane Tribe of Indians

Alternates:

Joe Southwell.....	Spokane Regional Clean Air Agency
Larry Chatterton.....	WSDOT, Eastern Region
Charlene Kay	WSDOT, Eastern Region
Mike Gribner	WSDOT, Eastern Region
Bill Hemmings	Spokane County
Barry Greene.....	Spokane County
Scott Engelhard	Spokane County
Katherine Miller	City of Spokane Capital Programs Department
Eldon Brown.....	City of Spokane Engineering Services
Mark Serbousek	City of Spokane Street Department
Ryan Kipp	City of Spokane Valley
Matt Breen.....	Spokane International Airport
Jessica Charlton.....	Spokane Transit Authority
Matt Kenney.....	Spokane Transit Authority
Mark Schuller	City of Cheney
Jeff Cochran	City of Airway Heights
Katy Allen	City of Liberty Lake
Cindy Green.....	Spokane Regional Health District
Kevin Freibott.....	Kalispel Tribe of Indians
Maria Cullooyah	Spokane Tribe of Indians

Transportation Advisory Committee

2015

Kitty Klitzke (Chair)
Brandi Colyar (Vice Chair)
Paul Kropp
Sandra Jarrard
Mark Brower
Kennet Bertelsen
Shawn Dobbs
Jessica Cato
Julie Banks
Jamie McIntyre
Rosemarie Schmidt
Jacob Thompson
Greg Francis

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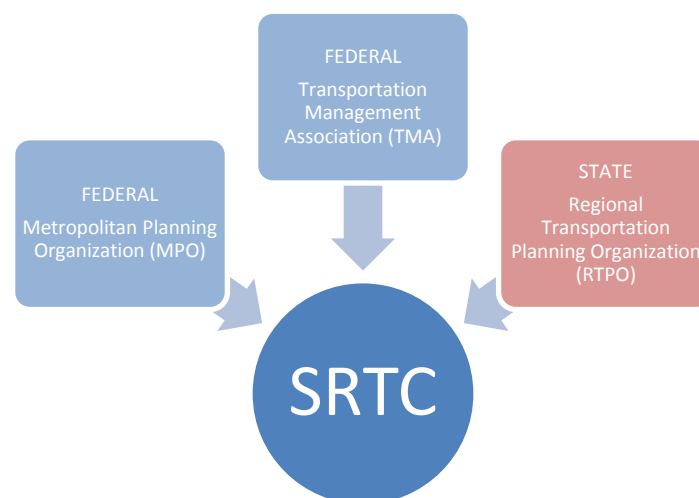
Introduction

Background

The Spokane Regional Transportation Council (SRTC) is the lead agency for coordinating transportation planning activities in the Spokane region (see map in Appendix C). As illustrated in Figure 1 below, SRTC maintains three important transportation planning designations:

1. The United States Department of Transportation (USDOT) requires every metropolitan area with a population over 50,000 in population to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. SRTC is the designated MPO for the Spokane Metropolitan Planning Area (SMPA), and is responsible for ensuring compliance with federal transportation planning requirements. In particular, federal legislation (23 U.S.C. 134) requires the MPO to work in cooperation with the state and public transportation agencies in carrying out a continuing, cooperative, and comprehensive (3C) metropolitan planning process.
2. Urbanized areas over 200,000 in population are designated by federal legislation as Transportation Management Areas (TMA's). SRTC is the federally designated TMA for the Spokane Metropolitan Planning Area. TMA's have additional responsibilities and discretion in allocating certain federal transportation funds within the urbanized area.
3. SRTC serves as the state designated Regional Transportation Planning Organization (RTPO) for Spokane County. RTPO's are voluntary associations of local governments and were authorized as part of the 1990 Washington State Growth Management Act to ensure local and regional coordination of transportation plans.

Figure 1: SRTC's State and Federal transportation planning designations



Purpose

The purpose of the UPWP is to define and coordinate all federally funded transportation planning activities that will be conducted in the metropolitan planning area during a one- or two-year period. This State Fiscal Year (SFY) 2016 Unified Planning Work Program defines such activities and their associated financial resources that will be undertaken in the SMPA during the July 1, 2015 through June 30, 2016 state fiscal year period.

SRTC staff is also responsible for carrying out specific activities that go beyond the normal MPO planning activities. For example, SRTC receives funding from the Washington State Department of Transportation (WSDOT) to carry out its duties as an RTPO. Where possible, the UPWP defines core MPO functions and their associated funding sources. However, it should be noted there is often overlap within a specific work program task between federal and state planning requirements. In situations where a particular task is relevant as a core MPO function and as an RTPO function (e.g., Program Administration and Coordination), the identification of funding sources will include both the federal and state resources necessary to complete the task.

In SFY 2016, SRTC will continue to work on several activities to implement the new Moving Ahead for Progress in the 21st Century (MAP-21) performance-based planning requirements. It is anticipated that the new performance-based planning approach will enhance SRTC's long-range planning and project selection processes. However, it should be recognized that the MAP-21 performance-based planning requirements will involve a significant and continuing investment in resources (e.g., staffing, data collection, etc.).¹ Because these new requirements are being implemented as an unfunded mandate, SRTC will be reducing work efforts in other areas to balance the overall program. Without additional resources, the MAP-21 performance-based planning requirements will reduce SRTC's ability in the future to conduct needed corridor, subarea, and modal studies. It is also anticipated that the new requirements may inhibit SRTC's ability to provide support and consultation on local agency projects and studies.

Organization and Process

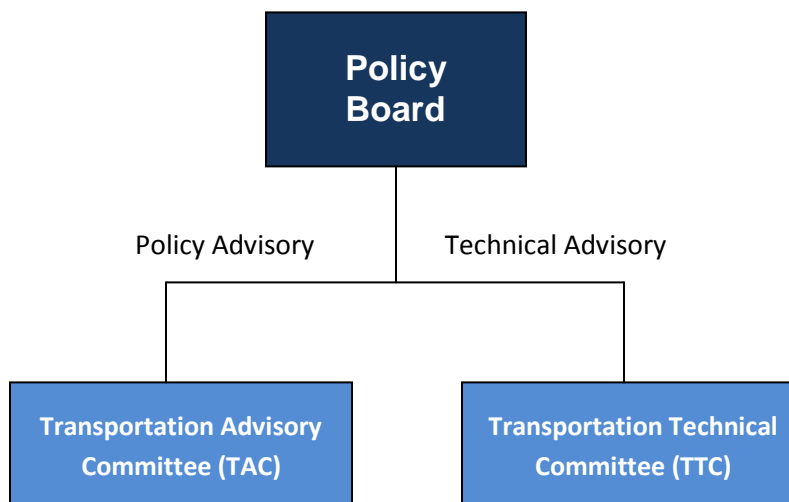
SRTC is organized through an interlocal agreement as a voluntary association and joint board. As shown on the next page in Figure 2, the agency is governed by a Policy Board that receives policy input from a Transportation Advisory Committee (TAC) and technical input from a Transportation Technical Committee (TTC). The Policy Board includes 14 voting members and three ex officio, nonvoting members. Also, pursuant to RCW 47.80.040, area members of the House of Representatives and the State Senate are considered ex officio, nonvoting policy board members of SRTC.

The TTC is composed of 22 professionals from various local, regional, and state agencies and tribes. The TTC provides project input and helps assure a coordinated and well-considered regional transportation system. Additionally the TTC participates in SRTC's transportation

¹ **Federal Register / Vol. 79, No. 105 / Monday, June 2, 2014 / Proposed Rules, page 31786, Summary of Average Annual Regulatory Costs and Burden Hours of Effort:** FHWA and FTA estimated that the average Transportation Management Area (TMA) will be required to provide 1,800 additional hours of effort to implement the new MAP-21 planning requirements. When considering paid time off (holidays, vacations, and sick leave) 1,800 hours essentially represents 1 Full Time Equivalent (FTE). This represents a significant work requirement for SRTC, which has a staff of 10.73 FTEs.

planning program by conducting technical reviews of activities such as work programs and consultant contracts and provides input on the Unified Planning and Work Program.

Figure 2: SRTC's Board and advisory committee organization



The TAC is composed of 13 members, spanning an array of geographic areas, modal and policy expertise, local jurisdictions, agencies, and constituent groups with a direct connection to local transportation planning. A key responsibility of the TAC is to advise the Policy Board on policy issues associated with plans, programs, and activities conducted by SRTC. In addition, the TAC is organized to promote transparency and provide a forum for the public to be involved in SRTC's overall transportation planning program.

In developing the SFY 2016 UPWP, SRTC worked cooperatively with WSDOT and the Spokane Transit Authority (STA) to define planning priorities, work activities, and associated financial resources. Development of the UPWP also included cooperating with other planning partners, as outlined below:

- Coordination and review of the document with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WSDOT's Transportation Planning Office and Eastern Region's Planning Office, and STA.
- Discussion and review of the document with SRTC member agencies through the TTC.
- Discussion and review of the document with public stakeholders through the TAC.
- Discussion, review, and approval of the document by the SRTC Policy Board.

Issues Addressed in the Planning Process

Current Planning Environment

Over the past several years, national, state, and local governments have been faced with declining revenues and uncertainty about the future due to a lack of a long-term transportation bill. Subsequently, on July 6, 2012 MAP-21 reauthorized surface transportation programs through the federal fiscal year 2014. MAP-21 made major changes in the programmatic structure for both highways and public transit and included an initiative to improve efficiency through performance-based planning, which is a new approach to transportation planning. The relatively short two-year authorization reflects the continued difficulty faced by Congress in funding within a constrained budgetary environment. Similarly, the Washington State Legislature has been faced with significant budget shortfalls in recent years, which has made it difficult to consider additional state funding for needed transportation improvements.

Within this environment, the SRTC mission is to ensure that core MPO and RTPO planning functions are met. To this end, the SFY 2016 UPWP provides a significant focus on activities that are mandated by federal and state regulations. Also, with the completion of the new metropolitan/regional transportation plan, Horizon 2040, SRTC has identified several emerging planning issues that will be addressed in the SFY 2016 UPWP and in subsequent years. These include the development of a Horizon 2040 implementation strategy and related performance measures.

Federal and State Planning Factors

As part of the process of developing the UPWP, the FTA and FHWA require the consideration of federal planning factors in regional transportation planning efforts. These planning factors include economic vitality, safety, security, accessibility and mobility, environmental protection, transportation connectivity, efficient system management and operation, and preservation of the existing transportation system. The SFY 2016 UPWP reflects these federal priorities and direction through the specific work activities.

The SFY 2016 UPWP also addresses the six state legislative transportation system policy goals of RCW 47.04.280, including Economic Vitality, Preservation, Safety, Mobility, Environment, and Stewardship. In particular, Task 8, RTPO Planning Functions, addresses the specific requirements of RCW 47.04.280. Finally, the SFY 2016 UPWP also reflects the Guiding Principles, Policies and Strategies established in the recently approved Horizon 2040 Metropolitan Transportation Plan and 2015-2018 Transportation Improvement Program, which were developed within the framework of current federal and state planning requirements.

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 the Kootenai Metropolitan Planning Organization (KMPO). KMPO's 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, SRTC and KMPO will continue to coordinate planning and modeling efforts that affect both MPO areas.

SFY 2015 Key Accomplishments

- Received the 2014 PAW/APA-Washington Joint Planning Award for Horizon 2040.
- Completed the 2014 Update to the Spokane County Coordinated Public Transit - Human Services Transportation Plan.
- Coordinated the regionally prioritized list of projects for the WSDOT SFY 2015-2017 Public Transportation Consolidated Grant Program.
- Congestion Management Process (CMP) developed by a multi-jurisdictional working group was approved by the SRTC Policy Board.
- Initiated a Performance Management Study to assist with implementation of Horizon 2040 and Moving Ahead for Progress in the 21st Century (MAP-21)
- Developed and approved the 2015-2018 Transportation Improvement Program (TIP).
- Maintained current TIP with amendments or administrative modifications processed on a monthly basis.
- Conducted air quality conformity determinations on the 2015-2018 TIP and TIP amendments.
- Developed and approved the 2015 TIP Policies and Procedures Guidebook.
- Completed the 2014 Project Obligation Report (annual listing of federal obligations) in full compliance with federal regulations.
- Completed FFY 2014 Annual CMAQ Report
- Issued STP call for projects in SFY 2014. Project selections were finalized by the SRTC Board in July 2014.
- Completed and submitted Title VI Annual Update to WSDOT.
- Managed a Commute Trip Reduction program. SRTC's Employee Transportation Coordinator was recognized by Spokane County with an "All Star Coach" award for demonstrating commitment, advocacy and creativity in promoting alternatives to driving alone. SRTC's GIS Analyst, Kevin Shipman, received a "Most Valuable Commuter" award from the program for his dedication to finding alternate modes to driving alone.
- Increased social media presence, with almost 850 followers on Twitter and 140 "likes" on Facebook.
- Created, printed and distributed to the public a "Year in Review" document.
- Developed an internal Communications Plan to guide SRTC's outreach efforts to the public and resources used in them.
- Created a Work Program format for the TAC to guide the group's activities.
- Completed SFY 2014 UPWP Annual Report
- Completed 2014 MPO Self-Certification Report
- Provided model data and modeling support to member agencies for several projects, studies and other planning efforts.
- Developed Calendar Year 2015 Budget and Indirect Cost Plan.
- Updated the Regional CTR Plan and recommended seven local plans for approval by the State CTR Board.
- Provided GIS data, mapping and GIS support to member jurisdictions.
- Hosted public meetings for the TIP and the Spokane County Joint Human Services Transportation Plan.
- Attended community events, festivals and meetings to promote SRTC activities.

- Coordinated with local agencies to create uniform schema and database requirements for Spokane Regional Pedestrian Network.
- Completed implementation of ArcGIS Online to provide transportation-related information to the public and other interested parties. Added and updated data and maps regularly and promoted new products to the public.

SFY 2016 UPWP Tasks

The SFY 2016 UPWP identifies priorities for the Spokane Metropolitan Planning Area and allocates resources to specific issues and projects. It also assists the local, state, and federal agencies in coordinating urban transportation planning activities. The tasks and subtasks to be accomplished and developed under the SFY 2016 UPWP are listed in Table 1. In addition, Table 1 provides a generalized illustration of whether a particular task or subtask is primarily undertaken to satisfy federal (MPO), state (RTPO), or both federal and state requirements.

Table 1: SFY 2016 UPWP Tasks and Subtasks

Task	MPO	RTPO
1. Program Administration and Coordination		
1.1 Program Management and Support	✓	✓
1.2 Federal Transportation Planning Certification	✓	
1.3 MPO Agreements	✓	
1.4 Coordination with State and Federal Legislators	✓	✓
1.5 Professional Development and Training	✓	✓
1.6 Unified Planning Work Program	✓	✓
2. Public and Stakeholder Participation and Coordination		
2.1 Public Coordination and Outreach	✓	✓
2.2 Stakeholder Coordination	✓	✓
2.3 Environmental Justice	✓	
2.4 Webpage and Social Media Management	✓	✓
3. Systems Analysis and Information Management		
3.1 Information Management and Mapping Services	✓	✓
3.2 Travel Demand Modeling	✓	
4. Metropolitan Transportation Plan (MTP)	✓	✓
5. Transportation Improvement Program (TIP)	✓	✓
5.1 Tip Development and Maintenance	✓	✓
5.2 Air Quality and Transportation Conformity	✓	✓
6. Congestion Management Process (CMP)	✓	
7. Planning Consultation and Studies	✓	✓
8. RTPO Planning Functions		✓
9. Unfunded Planning Activities	✓	✓

Details for each task identified in Table 1 are provided below. Budget information, including federal, state, and local transportation planning estimated revenues and expenditures for the main MPO planning functions as well as funding information for other programs, is shown in Appendix A.

Federal and State Areas of Emphasis

Federal and state emphasis areas are addressed in the SFY 2016 UPWP including:

- MAP-21 Implementation (Task 4)
- Models of Regional Planning Cooperation (see page 4 and Tasks 1, 3, 4, 5, 7 and 8)
- Ladders of Opportunity (Tasks 4 and 8)
- Tribal consultation (Tasks 1.1, 2.2, 5.1 and 8)
- Annual report (Tasks 1.6 and 2.1)
- Interlocal Agreements (Task 1.3)
- Statewide Planning Efforts (Tasks 7 and 8)
- Website Requirement (Task 2.1)
- Corridor Planning (Tasks 7 and 8)
- Performance Measures (Task 4)

1. Program Administration and Coordination

Overview

Program Administration is a core MPO and RTPO function. The purpose of this task is to administer the overall metropolitan transportation planning process in an open and collaborative environment. Program administration activities are undertaken to ensure MPO compliance with applicable provisions of Titles 23, 40, and 49 of the US Code and the Code of Federal Regulations that call for a continuing, comprehensive, and cooperative metropolitan transportation planning process. Program administration activities also ensure RTPO compliance with RCW 47.80 and Chapter 468-86 WAC. Program Administration is a core MPO and RTPO function and includes the development and tracking of the Unified Planning Work Program.

Responsibilities

SRTC staff

Expected Outcomes/Schedule

- Administration of the metropolitan transportation planning process that complies with applicable federal and state regulations (Ongoing).

Source of Funds/Budget

FHWA/FTA/RTPO/Local - \$275,000

1.1 Program Management and Support

This subtask includes the activities necessary to effectively manage the metropolitan transportation planning process as required by federal and state regulations:

- Ongoing coordination and support provided to the SRTC Policy Board, Transportation Technical Committee (TTC), and Transportation Advisory Committee (TAC).
- Coordination and consultation with WSDOT, STA, member agencies, Tribal governments, other MPOs, and other local agencies and planning partners.
- Overall development and monitoring of program activities, interagency agreements, and the annual SRTC budget.
- Financial planning and management, including the administration of planning grants.

- Purchase of necessary office equipment, supplies, and computer hardware and software
- Fiscal management and reporting.
- Development and administration of agency policies and procedures.
- Staff management and leadership.

Expected Outcomes/Schedule

- Coordination and support to the SRTC Policy Board, TTC, and TAC (Ongoing).
- Coordination with federal, state, local, and Tribal agencies, and other partners regarding regional transportation issues, plans, studies, funding, and implementation programs (Ongoing).

1.2 Federal Transportation Planning Certification

The Federal Transit Administration and Federal Highway Administration issued a Transportation Planning Certification Review Final Report for the Spokane TMA on January 16, 2012. The certification report identified several corrective actions and recommendations that will help guide future planning activities at SRTC for the next several years. During SFY 2016, SRTC staff will continue to monitor progress in addressing the corrective actions and recommendations identified in the certification report and prepare for the upcoming Federal Transportation Planning Certification review scheduled for fall of 2015. SRTC staff will periodically consult with FTA, FHWA, and WSDOT regarding this issue. SRTC staff will also periodically update and seek policy guidance from the SRTC Policy Board on progress made in addressing the requirements of the certification report.

Expected Outcomes/Schedule

- Prepare for upcoming Federal Transportation Planning Certification review scheduled for fall of 2015.
- Monitoring progress to address issues identified in the January 16, 2012 Transportation Planning Certification Review Final Report (Ongoing).
- Report progress on corrective actions and recommendations identified in the January 16, 2012 Transportation Planning Certification Review Final Report to FTA, FHWA, and WSDOT (Ongoing).

1.3 MPO Agreements

In 2013, the SRTC Policy Board approved a new Interlocal Agreement that details the governance structure and cooperative process for carrying out the metropolitan transportation planning process. No additional changes are anticipated in SFY 2016.

1.4 Coordination with State and Federal Legislators

Periodically, SRTC staff is asked to provide technical information about the status of transportation plans and programs to both state and federal legislators. SRTC staff also provides updates on metropolitan planning activities where legislators and/or their staff members may be present. In addition, pursuant to RCW 47.80.040, any member of the House of Representatives or the State Senate whose districts are wholly or partly within the boundaries of the regional transportation planning organization are considered ex officio, nonvoting policy board members of the regional transportation planning organization. As such, SRTC staff coordinates with area members of the state legislature as regular ex officio members of the

SRTC Policy Board. SRTC does not use federal revenue when expenditures include staff time, travel, lodging, or meals for legislative functions. SRTC maintains a binder with anti-lobbying rules and regulations regarding unallowable costs. It is periodically reviewed by SRTC staff who interact with policy makers or manage contracts.

During SFY 2016, the Executive Director may participate in the following regional trips to meet with state and federal legislators. Both trips will be paid for solely with local funds:

- Regional Olympia Fly-In (January 2016)
- Regional Washington DC Fly-In (April 2016)

Expected Outcomes/Schedule

- Monitoring federal and state legislative issues and actions (Ongoing).
- SRTC staff review of anti-lobbying rules and regulations (Ongoing).

1.5 Professional Development and Training

This subtask provides for ongoing staff training to include attending conferences, seminars, and training sessions within budget constraints. Because of the agency's past budget constraints, financial resources for travel and training have been reduced in recent years. Professional development and training are fundamental components of maintaining a qualified, up-to-date professional staff. Training requirements are particularly important for a small MPO staff that is responsible for staying abreast of changing federal and state regulations and planning requirements, travel demand modeling, air quality conformity modeling, Geographic Information Systems, and computer hardware, software, and network systems. On an annual basis, SRTC compiles a detailed spreadsheet to determine the training needs and costs for staff members to attend needed training.

Expected Outcomes/Schedule

- Professional development and training for SRTC staff, including travel demand modeling (VISUM), air quality conformity (MOVES), Geographic Information Systems (ArcGIS), transportation planning and programming, project management, Title VI, Environmental Justice and congestion management planning (Ongoing).
- Report on future professional development and training needs (March 2016).

1.6 Unified Planning Work Program

SRTC will develop and maintain the SFY 2016 UPWP to coordinate metropolitan planning activities between SRTC and its member agencies, define planning activities, and identify funding sources for those activities. The UPWP is a core MPO function and also identifies and organizes RTPO planning activities.

Responsibilities

SRTC staff serves as lead in coordination with member agencies, STA, and WSDOT.

Expected Outcomes/Schedule

- Maintenance of the SFY 2016 UPWP that identifies transportation planning activities to be undertaken in the SMPA using federal, state, and local funds (Ongoing).

- Annual Performance and Expenditure Report as required by federal regulations (September 2016).
- Periodic updates to the SRTC Policy Board on progress in implementing the SFY 2016 UPWP (Ongoing).
- Development of the SFY 2017 UPWP (March 2016).
- Submit UPWP Amendments to the SRTC Policy Board for approval and subsequently to FHWA and FTA (As needed).

2. Public and Stakeholder Participation and Coordination

Overview

A robust and ongoing public involvement process is a vital component of a successful metropolitan transportation planning process. Key provisions of the Public Participation Plan (PPP) include providing complete information to the public and stakeholders; timely public notice of SRTC meetings, public comment periods, and other activities; full public access to key decisions and decision-making processes; and support for early and continuing involvement of the public in all planning and programming activities. This is a core MPO and RTPO function.

Responsibilities

SRTC staff serves as the lead in coordination with member agencies, STA, WSDOT, other resource agencies, and stakeholders.

Expected Outcomes/Schedule

This is an ongoing task that encompasses SRTC's processes and procedures for engaging the public and stakeholders in the metropolitan planning process (Ongoing).

Source of Funds/Budget

FHWA/FTA/RTPO/Local - \$107,000

2.1 Public Coordination and Outreach

In accordance with applicable federal requirements and adopted public participation procedures, SRTC provides the general public with opportunities to participate in the metropolitan planning process by providing information on specific issues through a variety of channels. SRTC has developed a Public Participation Plan (PPP) and an internal Communications Plan to identify specific stakeholders and methods to gather and disseminate project-specific or plan-specific information. In general, the outreach methods employed by SRTC include the following:

- Presentations to groups of various sizes and interest areas
- Open houses and public meetings for major SRTC activities and projects
- Participation in open houses and public meetings hosted by other jurisdictions and agencies.
- Periodic publication of newsletters and annual reports
- Surveys
- Social media sites including a blog, Facebook and Twitter
- Press releases to local media
- SRTC presence at community events

- Extensive email distribution lists
- Flyers and/or direct mailings to publicize meetings and events and distribution of other hardcopy outreach materials
- Coordination with member agencies and other community groups to promote SRTC activities through websites, social media posts and other methods
- Collaboration with GIS and data staff on improving public and partner dissemination of SRTC data, online maps, and programs via the web and social media.
- Maintaining coordination with Tribal and Land Management agencies per SRTC's Tribal and Land Management Coordination policies.

Expected Outcomes/Schedule

- Provide and consider how information can be disseminated so individuals can access meeting minutes and other public documents, and also assess how public comments can be handled to meet the needs of the public (Ongoing).
- Maintain comprehensive contact databases (Ongoing).
- Develop and utilize dynamic presentation and educational materials for outreach to public and stakeholders (Ongoing).
- Provide information to the general public through the website, meetings, social media, and other media (Ongoing).
- Coordinate and implement public involvement procedures and public participation plans (Ongoing).
- A quarterly SRTC newsletter that is produced in January, April, July, and October of each year (Ongoing).
- Open houses and public meetings that encourage discussion between the agency and members of the public and to solicit public comment (Ongoing).
- Alternate methods of communication for those who do not have access to the Internet (Ongoing).
- Consideration of new types of information, formats, and outlets for information distribution and dissemination (Ongoing).

2.2 Stakeholder Coordination

This subtask provides for continuous outreach to resource agencies, freight operators, security agencies, inter-regional transit, rail providers, and air cargo carriers to integrate them into the metropolitan transportation planning process.

Expected Outcomes/Schedule

- Outreach and coordination with area Native American Tribes (Ongoing).
- Outreach and coordination with area land management agencies (Ongoing).
- Development and ongoing updates of extensive email distribution lists of potential stakeholders to be used to disseminate information on the MPO's activities and projects (Ongoing).
- Maintaining relationships with staff at other agencies for the purpose of coordination on projects and studies and the promotion of other agency's activities on SRTC's social media sites, and vice versa (Ongoing).

- Utilization of stakeholder and focus groups in agency transportation sub-area and other studies (Ongoing).
- Inclusion of staff from other agencies on SRTC committees and sub-committees (Ongoing).
- Facilitate and encourage information-sharing between member agencies (Ongoing).

2.3 Environmental Justice

In accordance with federal requirements (Title VI and Executive Orders), this subtask identifies environmental justice issues at the regional and project levels. It also provides a means to assess the adequacy of current strategies by focusing on public involvement activities and assessment techniques applied to the MTP and TIP. Additional strategies will be identified and implemented as appropriate.

Expected Outcomes/Schedule

- Meaningful input from all sectors of the public regarding SRTC projects and activities, including under-served populations such as the elderly, disabled, people who speak English as a second language, minorities, and those who may be disproportionately impacted by transportation planning and projects (Ongoing).
- Representation on the Transportation Advisory Committee of people interested in transportation options for the populations listed above (Ongoing).
- Update the Title VI Plan and Environmental Justice information as needed (Ongoing).

2.4 Webpage and Social Media Management

This subtask is to maintain, update, and continually improve SRTC's website, SRTC Blog, Facebook, and Twitter accounts.

Expected Outcomes/Schedule

- Update and maintain an attractive, easy-to-use, informative, and up-to-date website that allows members of the public to view final SRTC projects and documents and informs users of upcoming meetings, public comment periods, and other SRTC activities (Ongoing).
- Developing and utilizing informative and interesting social media sites such as SRTC's blog, Facebook and Twitter pages, and any other technology or social media options that could be effectively used to reach members of the public (Ongoing).
- Include links to SRTC's ArcGIS Online site on SRTC's main website and in social media posts in order to provide accurate, easily accessible information in an easy-to-understand format (Ongoing).
- Embed maps from SRTC's ArcGIS Online site in website and social media posts (Ongoing).

3. Systems Analysis and Information Management

Overview

This task is a core MPO and RTPO function. All data from this task are intended to facilitate informed decision-making by elected and governing officials for other tasks identified in this UPWP including the MTP, the TIP, and the CMP. The data is used for travel demand and air quality modeling to identify transportation issues, propose solutions, and evaluate activities to be implemented. This task includes collecting, analyzing, maintaining, and reporting activities necessary to provide accessible and pertinent information to the SMPA transportation decision-making process. It involves gathering, synthesizing, and analyzing information in tabular, database, geospatial, and other formats. The products are continuously updated and compiled in various formats and made available to SRTC staff, staff from other state and local governments, and the public. Also, this task involves maintaining various user licenses and agreements and updating computer hardware and software.

Responsibilities

SRTC staff coordinates and develops systems and information management with member agencies, STA, WSDOT, Environmental Protection Agency, Washington State Department of Ecology, and Spokane Clean Air Agency.

Expected Outcomes/Schedule

This is an ongoing task that encompasses the collection, maintenance, analysis and reporting of data, licenses, agreements and equipment as part of routine programs.

Source of Funds/Budget

FHWA/FTA/RTPO/Local - \$287,000

3.1 Information Management and Mapping Services

Create, collect, maintain and analyze GIS tabular, database, geospatial, and other data formats as well as the development of cartographic products in digital and hardcopy formats in support of transportation planning in the SMPA. Analyze and present data regarding changes or trends in population, employment, land use, and other transportation-related indicators to member governments and the general public. This includes support of activities in addition to the MTP, TIP, CMP, and other core tasks which are detailed in this UPWP.

Expected Outcomes/Schedule

- Acquire, update, and maintain demographic, socioeconomic, land use, and transportation data in geospatial and other formats in support of transportation planning as appropriate. Use analysis tools to assist planning processes, inform decision makers and reveal new trends and pattern for use in planning (Ongoing).
- Coordinate and collaborate with local jurisdictions in maintenance and updates to the Spokane Regional Pedestrian Network. Develop a set of regional reporting measures regarding the network and its condition. Research possibilities in public dissemination and reporting of location and condition of pedestrian infrastructure (Ongoing).

- Expand upon, update, and maintain maps and data through ArcGIS Online organizational subscription in order to disseminate SRTC programs and data to staff, public, and other agency staff (Ongoing).
- Collaborate with other agencies in data and analysis sharing; assist jurisdictions as appropriate in transportation related data and planning activities (Ongoing).
- Provide technical assistance and regional perspective in support of FHWA Strategic Highway Research Program (SHRP2): Expediting Project Delivery Grant, awarded to Maricopa Association of Governments (MAG).
- Provide mapping/cartographic products and support (Ongoing).
- Research new developments in GIS and information technology for analysis and public dissemination of data and plans (Ongoing).
- Manage the GIS software environment and provide agency support and guidance in GIS (Ongoing).
- Disseminate releases from US Census Bureau surveys and programs, and other statistical agencies as appropriate (Ongoing).

3.2 Travel Demand Modeling

The travel demand model forecasts future demand for roadway and transit facilities. The model also calculates the share of trips completed by a combined bicycle/pedestrian mode. The travel demand model is an important tool in planning for a transportation system that serves the future needs of the region and is also a critical element in the required air quality conformity determination process.

Responsibilities

SRTC staff is responsible for maintaining the new 2010/2040 regional travel demand model set.

Expected Outcomes/Schedule

- Maintenance of the 2010/2040 model set to include: 2010 base year, 2040 forecast year, and 2020 and 2030 interim years. Model maintenance includes making any updates or corrections to the transportation network or input files (Ongoing).
- Complete model data requests for member agencies and/or public, as needed (Ongoing). (Note: Significant modeling requests or analysis are considered under Task 7 Planning Consultation and Studies.)
- Complete model peer review with modelers from MPOs of similar size and other experts. Based on results of peer review, develop a work plan to guide future refinements to SRTC's regional travel demand model (December 2015).

4. Metropolitan Transportation Plan (MTP)

Overview

SRTC completed a full update of the Metropolitan Transportation Plan (MTP), called Horizon 2040, in SFY 2014 which complies with federal planning requirements. In order to implement and monitor the strategies in Horizon 2040, SRTC will develop an implementation toolkit which includes performance measures, performance targets, and an evaluation tool to assist in prioritizing projects and programs for use in our performance management system. This task will address the following areas (1) performance measures that are consistent with the Horizon

2040 policy framework; (2) performance targets that balance our regional goals with state and national targets; and (3) an evaluation tool that will establish an analytical method for ranking programs and projects for inclusion in the long-range transportation plan and also for future transportation funding opportunities.

In addition to the Horizon 2040 Implementation Toolkit, staff will continue monitoring local and regional plans, policies, programs, and projects to ensure consistency with the MTP; consider proposed amendments to the MTP; continue developing and maturing transportation planning efforts related to freight mobility, transportation security, environmental, natural resources, and mitigation discussions; and, continue integration of safety with long-range transportation analysis and planning. This is an ongoing core MPO and RPTO function with updates occurring at least every four years (as per federal planning regulations) and amendments occurring as warranted through coordination with member agencies.

Responsibilities

SRTC staff serves as lead in coordination with member agencies, STA, and WSDOT. Consultant assistance is being utilized for this task, using Surface Transportation Program (STP) and local funds.

Expected Outcomes/Schedule

- Development of Horizon 2040 Implementation Toolkit elements (Ongoing. Contracts Budget Item, \$160,000).
- Final acceptance of Horizon 2040 Implementation Toolkit Study by the SRTC Policy Board in preparation for an update to Horizon 2040 (December 2015).
- Public and stakeholder participation activities for the MTP as delineated in Task 3 (Ongoing).
- If necessary, periodic updates and amendments to the MTP are carried out under this activity (Ongoing).
- Provide additional mapping/cartographic products and other GIS support as necessary (Ongoing).

Source of Funds/Budget

FHWA/FTA/STP/RTPO/Local - \$324,000

Note: RTPO funds will not be used for the consultant contract. Only STP and local funds will be used for the consultant project.

5. Transportation Improvement Program (TIP)

Overview

SRTC is responsible for developing, maintaining, and tracking implementation of a Transportation Improvement Program (TIP) that serves and reflects the needs of the SMPA and complies with pertinent federal and state requirements. These efforts include implementing a criteria-based project selection process, improving project tracking mechanisms, and continued coordination between member agencies, WSDOT, STA, FHWA, and FTA. SRTC is required to complete a full update to the TIP at least every two years.

Responsibilities

SRTC staff serves as lead in coordination with member agencies, STA, and WSDOT.

Source of Funds/Budget

FHWA/FTA/STP/RTPO/Local - \$126,000

5.1 TIP Development and Maintenance

Expected Outcomes/Schedule

- Develop and approve the 2016-2019 TIP in accordance with federal and state regulations and the policies set forth in the *2015 TIP Guidebook* (October 2015).
- Develop and approve the 2016 *TIP Guidebook* to include, but not limited to: updates to policies and procedures for TIP amendments, calls for projects, project prioritization, delayed/deferred projects, and project tracking (pre- and post- obligation) (December 2015).
- Finalize project selection for Federal Fiscal Year (FFY) 2018-2020 Congestion Mitigation Air Quality program (CMAQ) and Transportation Alternatives Program (TAP) regional allocations (July 2015); selected projects will be incorporated into the 2016-2019 TIP (October 2015)
- *2015 Project Obligation Report* completed in full compliance with federal regulations (March 2016).
- Track project status (pre- and post-obligation) of Title 23 and Title 49, Chapter 53 federal funds in accordance with the *2015 TIP Policies and Procedures Guidebook* (Ongoing).
- Coordinate Tribal participation in the TIP process (Ongoing).
- Maintenance of the current TIP; includes processing amendments and/or administrative modifications to the current TIP, as necessary (Ongoing).
- Provide mapping/cartographic products and other GIS support as necessary (Ongoing).
- Track local agency obligations of federal funds. Status reports for local agency obligations of federal funds will be reported to SRTC committees and Board periodically as needed (Ongoing).
- Develop and maintain a TIP database and reporting tool (Ongoing).

5.2 Air Quality and Transportation Conformity

Activities under this task focus on planning efforts that maintain the National Ambient Air Quality Standards (NAAQS) by assessing and avoiding or mitigating adverse impacts of mobile-source pollutants on existing and future transportation systems. These efforts include applying federal Congestion Mitigation and Air Quality Program (CMAQ) programming criteria, and ensuring transportation conformity with State Implementation Plans. In SFY 2016 SRTC will continue to work with the Washington State Department of Ecology on refining the data inputs used in EPA's MOVES air quality modeling software, which is now required for transportation conformity determinations.

Expected Outcomes/Schedule

- Annual CMAQ report (January 2016).
- Conduct Air Quality Conformity determinations for the MTP, TIP, and TIP amendments (Ongoing).
- Project-level air quality analysis for CO and PM₁₀ as required in the CO Maintenance Plan and PM₁₀ Limited Maintenance Plan (Ongoing).

- Work in close coordination with Spokane Regional Clean Air Agency and the Washington State Department of Ecology on the update to the CO and PM₁₀ Maintenance Plans (timeline TBD by the other agencies involved).
- Continued coordination with the Washington State Department of Ecology on vehicle miles traveled (VMT) data required for the transportation sector portion of their emissions inventory and necessary input files needed to run MOVES per the federal requirements (Ongoing).
- Ongoing monitoring of federal and state legislation and activities related to climate change and National Ambient Air Quality Standards (NAAQS) of criteria pollutants that have current or future impacts to the SMPA (Ongoing).
- Initiate Air Quality Interagency Consultation Process as needed (Ongoing)

6. Congestion Management Process (CMP)

Overview

The Congestion Management Process is a core MPO function and provides a mechanism for monitoring system-wide and link-based performance for recurring and nonrecurring congestion. The CMP uses performance data to determine the causes and severity of congestion in the region. The CMP is used at various levels of planning and operational analysis from the MTP to the TIP to the development of individual projects. A CMP that is integrated into the metropolitan transportation planning process provides comprehensive information on the performance of the transportation system so citizens, elected officials, and member agencies will have up-to-date information regarding congestion levels and implemented strategies. The CMP also fosters collaboration with the Spokane Regional Transportation Management Center (SRTMC) and Intelligent Transportation Systems (ITS) programs and projects.

Responsibilities

SRTC staff serves as lead in coordination with member agencies, STA, and WSDOT. Additionally, SRTC will coordinate with FHWA and FTA.

Expected Outcomes/Schedule

As part of the MPO planning process, SRTC is required to continuously monitor and improve the CMP. The following work is scheduled for SFY 2016:

- Annual CMP performance measure report (April 2016).
- Develop CMP evaluation mechanism/criteria specific for the next long range plan (June 2016).
- Review Roadway Capacity Justification Reports for inclusion in the TIP (April 2015).
- Meet quarterly or as needed with CMP Working Group (Ongoing).
- Acquisition of data to monitor and track performance (June 2015).
- Provide data, data analysis, mapping/cartographic products and other GIS support as necessary (Ongoing).

Source of Funds/Budget

FHWA/FTA/Local - \$78,000

7. Planning Consultation and Studies

Overview

In accordance with the federal metropolitan transportation planning regulations (23 CFR 450), the MPO provides existing data and planning information to, and consults with, federal, state, and local agencies responsible for transportation, land use management, natural resources, environmental protection, public health, conservation, and historic preservation concerning the development of plans and programs.

SRTC will provide planning consultation and coordination for specific transportation planning or related projects as appropriate. Support from SRTC may include collecting and providing data, performing analysis, or participation on study teams. In some cases, these services will require a Memorandum of Agreement (MOA) between SRTC and the lead agency that includes the requested scope of work/tasks to be performed, specific roles and responsibilities, an initial timeline or schedule, and funding, fees, or other resources required. The MOA is to be signed prior to committing the MPO for services in any RFP or consultant contract.

In addition, SRTC may serve as the lead agency to develop studies and plans (e.g., subarea transportation studies, modal studies such as pedestrian plans and transit system studies, corridor impact studies, etc.). Funding for transportation system studies must be identified and included in the UPWP prior to committing SRTC as the lead planning agency.

Responsibilities

SRTC may serve as a supporting or lead agency for planning consultation, studies, or developing and maintaining inventories. SRTC also may be integral in providing technical data and interpretation of data for planning consultation or studies.

Expected Outcomes/Schedule

- Participate on plan/study technical and advisory committees (Ongoing).
- Coordinate with local governments to assure consistency between proposed developments and metropolitan transportation plans and policies (Ongoing).
- As appropriate, incorporate outcomes of plans into the next MTP, TIP, CMP, and other MPO planning activities (Ongoing).
- Continue planning consultation (as prescribed under MAP-21) with all local jurisdictions throughout this fiscal year (Ongoing).
- Provide existing traffic count and travel forecast data (Ongoing).
- Provide guidance on the metropolitan public involvement process and provide contact information for potential agency stakeholders and organizations (Ongoing).
- With coordination and depending on availability, conduct special project-level travel demand modeling (Ongoing).
- Develop a plan for a regional bicycle and pedestrian count program (December 2015).
- Develop an SRTC Active Transportation Work Plan (June 2016).
- Provide mapping/cartographic products and other GIS support as necessary (Ongoing).

Sources of Funds/Budget

FHWA/FTA/STP/RTPO/Local - \$132,000

8. RTPO Planning Functions

Overview

SRTC is the state-designated RTPO for Spokane County. The 1990 Washington State Growth Management Act (GMA) created RTPO's with the purpose of coordinating regional transportation planning activities and to develop a regional transportation plan. The duties of RTPOs largely mirror those of federally-designated Metropolitan Planning Organizations (including development of a long-range transportation plan and a short-range transportation program). The additional tasks required of RTPOs that are not covered in the previous sections of this UPWP are detailed below.

Responsibilities

As the RTPO, SRTC staff serves as lead for this task.

Expected Outcomes/Schedule

- Comprehensive review and update to SRTC's policies and procedures for meeting RTPO requirements related to comprehensive plan review. This task will include the policies and procedures for the review and certification of comprehensive plans and the Countywide Planning Policies (CWPP); and the review and update of regional level of service methodologies and standards. Task will result in the creation of an updated Plan Review Guidebook and Checklist (Winter 2015).
- Assist local jurisdictions in the required periodic updates to comprehensive plans (required by June 2017). This may include participating in or hosting workshops with STA, WSDOT, and/or the Washington State Department of Commerce on transportation element requirements and the SRTC certification process. This will also include workshops with the above-mentioned agencies as well as affected jurisdictions, designed to provide clarity regarding the new comprehensive plan and CWPP update certification criteria to be set by SRTC (Winter 2015).
- Review and certify local updates and amendments to comprehensive plans and the CWPP consistent with SRTC's Interim Plan Review Guidelines and Checklist until (Winter 2015).
- Coordinate with Tribal governments on the development of their regional transportation plans and programs, as needed (Ongoing).
- Stay engaged with Commute Trip Reduction (CTR) and prepare annual CTR updates (Ongoing).
- Provide mapping/cartographic products and other GIS support as necessary (Ongoing).

Sources of Funds/Budget

RTPO/Local - \$135,000

9. Unfunded Planning Activities

Overview

At the request of the UPWP Review Committee, SRTC was asked to create an illustrative list of projects that were not included in Tasks 1-8 due to limited resources. Given more staff and/or revenue, additional tasks that could be undertaken within the SFY 2015 UPWP include:

- Develop a regional system for consistently assessing pavement conditions.
- Establish a regional methodology for forecasting operations, maintenance, and preservation activities.
- Develop a system for tracking regional transportation expenditures.
- Research and provide guidance for innovative, cost-effective methods for designing and constructing regional transportation network elements including the use of longer lasting materials.
- Conduct a regional household and employment travel survey.
- Implement methodology to analyze the future economic development potential of the urban transportation corridors identified in Horizon 2040.
- Conduct before and after studies of transportation projects in Spokane County.

Potential Outcome

The unfunded tasks listed above will aid in the consistent assessment of the regional transportation system across all jurisdictions, making it easier to more accurately communicate current needs as well as forecast future challenges. The tasks will also help the region understand the role of transportation in the regional economy and identify opportunities that could be capitalized upon.

UPWP Amendments

All UPWP amendments are approved by the SRTC Policy Board. Once approved, the amendments are sent to the WSDOT Statewide Planning Office. SRTC is working with WSDOT, FTA and FHWA to formalize and document the process for acknowledgement and approval of the UPWP amendments.

Appendix A

SFY 2016 Budget Information

Revenue Forecast

FHWA-PL	\$ 590,000
FTA (5303)	188,000
STP-Toolkit	160,000
STP-Metro Planning	200,000
RTPO	141,000
Local	185,000
Total	\$1,464,000

Expenditure Forecast by Revenue Source and Task

Task	FHWA	FTA	STP	RTPO	Local	Total
1. Program Administration and Coordination	\$ 170,000	\$ 67,000	\$ -	\$ 25,000	\$ 13,000	\$ 275,000
2. Public/Stakeholder Participation & Education	70,000	20,000	-	9,000	8,000	107,000
3. Systems Analysis/Information	222,000	26,000	-	10,000	29,000	287,000
4. Metropolitan Transportation Plan (MTP)	20,000	20,000	235,000	11,000	38,000	324,000
5. Transportation Improvement Program (TIP)	20,000	12,000	75,000	8,000	11,000	126,000
6. Congestion Management Process (CMP)	52,000	15,000	-	-	11,000	78,000
7. Planning Consultation and Special Studies	36,000	28,000	50,000	8,000	10,000	132,000
8. RTPO Planning Functions	-	-	-	70,000	65,000	135,000
Total	\$ 590,000	\$ 188,000	\$ 360,000	\$ 141,000	\$ 185,000	\$1,464,000

Expenditure Forecast by Activity

Task	Personnel and Indirect Expenses	Travel & Training	Equipment & Software	Consultant Contracts and Data	Total
1. Program Administration and Coordination	\$ 236,000	\$ 37,000	\$ 2,000	\$ -	\$ 275,000
2. Public/Stakeholder Participation & Education	107,000	-	-	-	107,000
3. Systems Analysis/Information	262,000	-	15,000	10,000	287,000
4. Metropolitan Transportation Plan (MTP)	164,000	-	-	160,000	324,000
5. Transportation Improvement Program (TIP)	126,000	-	-	-	126,000
6. Congestion Management Process (CMP)	63,000	-	-	15,000	78,000
7. Planning Consultation and Special Studies	132,000	-	-	-	132,000
8. RTPO Planning Functions	135,000	-	-	-	135,000
Total	\$ 1,225,000	\$ 37,000	\$ 17,000	\$ 185,000	\$ 1,464,000

Appendix B

Transportation Planning Projects to Be Conducted by Other Agencies

SPOKANE TRANSIT AUTHORITY

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Spokane Transit Authority

High Performance Transit Network Development (STA Moving Forward)

In 2010 the STA Board of Directors adopted *Connect Spokane: A Comprehensive Plan for Public Transportation* to guide future decision making related to STA's services, activities and programs. A keystone element of the Plan the "High Performance Transit Network" is a network of corridors providing all-day, two-way, reliable, and frequent service which offers speeds competitive with the private automobile and features improved amenities for passengers. The HPTN defines a system of corridors for heightened and long-term operating and capital investments. In 2013, STA refined the High Performance Transit Network's scope and identified six major corridors that could be implemented within the next 10 to 15 years. In 2014, the Spokane Transit Board of Directors adopted, *STA Moving Forward* a ten year plan that identifies specific improvements and sequencing to implement *Connect Spokane*. Implementing the plan within the identified timeline hinges on voters within the Public Transportation Benefit Area (PTBA) approving a measure to increase sales tax by 3/10 of one percent. The vote is scheduled for April of 2015. Should the vote be successful the next step is to implement the identified projects. Should the measure fail to pass, STA must adjust its strategy for implementation of the High Performance Transit Network to be consistent with revised timing and financial forecasts.

Expected Outcomes/Products

STA Moving Forward calls for specific extensions of service to new areas, new routes, and improvements to route frequency, reliability and amenities for existing routes, and park and ride/transit center projects to be implemented within the next ten years consistent with the Horizon 2040 Metropolitan Transportation Plan. The Plan includes a service restructure for 2016 that includes new night and weekend service to Indian Trail, implementation of HPTN Lite Improvements for North Monroe to South Regal, the creation of a new peak hour South Commuter Express and reliability improvements on Division and Sprague. In addition to the Service Restructure fine tuning of projects and public outreach for projects to be implemented in subsequent years of the *STA Moving Forward Plan* will also take place in 2016. Amendments to the Plan will be completed as needed.

Schedule

September 2015--December 2026

Source of Funds/Budget

Local

2016 Transit Development Plan

Each year, Spokane Transit is required by state law to develop a Transit Development Plan (TDP) and submit it to the Washington State Department of Transportation no later than September 1. The TDP contains a Six-year Plan, Annual Report, Service Implementation Plan and Capital Improvement Program.

Expected Outcomes/Products

The development of the 2016 TDP will be founded on STA's comprehensive plan, *Connect Spokane and STA Moving Forward*. The TDP includes Spokane Transit's Annual Strategic Plan (as adopted), Capital Improvement Program, and the Service Implementation Plan. The plan will define what service and capital improvements STA is planning for the years 2016-2022. Development of the 2016 TDP will include significant public outreach. The scope of the TDP will be influenced by the outcome of the April 2015 ballot measure.

Schedule

December 2015 – September 2016

Source of Funds/Budget

Local

Central City Line Strategic Overlay Plan

The Central City Line (CCL) is six-mile long High Performance Transit corridor that extends from the Browne's Addition Neighborhood, through downtown Spokane, the University District and the Gonzaga University Campus to Spokane Community College. The preferred vehicle for this corridor is the Modern Electric Trolley, a zero emissions, electric powered, rubber tired vehicle. The CCL is planned to be implemented as part of STA Moving Forward in 2020.

STA and the City of Spokane are collaborating on a Strategic Overlay Plan to define land use and economic development policies that support transit-oriented development and ridership along the Central City Line. The Strategic Overlay Plan will engage stakeholders and citizens to help identify future actions that aid the Central City Line and help make a potential FTA Small Starts funding application for the project more competitive.

Expected Outcomes/Products

The Strategic Overlay Plan will include an identification of key station areas, concept level maps and graphics to illustrate streetscapes and station area concepts, a menu of recommendations for land use changes, economic development policies and parking and multimodal policy changes and next steps for implementation. The process will include a public and stakeholder visioning process to define actions that will help ensure the success of the Central City Line.

Schedule

February 2015-December 2015

Source of Funds/Budget

Local \$140,000

Spokane Falls Community College Station Planning

STA has received community feedback that a transit station with off-street loading is desired at Spokane Falls Community College. STA will engage Community colleges of Spokane, the City of Spokane and the broader community in planning to identify a preferred transit station alternative for the college.

Expected Outcomes/Products

This planning effort is expected to result in a report that identifies strategies and alternatives to improve access to transit at Spokane Community College. The report will include a recommended alternative consistent with public and stakeholder outreach and input.

Source of Funds/Budget

Local \$65,000

Transit Asset Management Plan

As a designated recipient of funds from the State of Good Repair grant program, STA is required to submit a Transit Asset Management Plan. According to MAP-21, this plan must include, at a minimum, capital asset inventories and condition assessments, decision support tools, and investment prioritization. In the plan, STA must also certify that it complies with the rules issued under USC Section 5326(d).

Expected Outcomes/Products

STA will coordinate with SRTC to prepare a Transit Asset Management Plan in accordance with FTA guidance.

Schedule

September 2015-November 2016

Source of Funds/Budget - Local

Title VI Planning and Systems Analysis

Title VI is a federal statute that states “no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” As part of its obligation to adhere to this statute and associated regulations and guidance, STA is required to submit a plan to the Federal Transit Administration (FTA) every three years that documents compliance and analyzes the distribution of transit investments, results of the equity analysis for any major service changes and /or fare changes, and the results of the monitoring program for service standards and policies. The Title VI update includes outreach to people with limited English proficiency (LEP).

Expected Outcomes/Products

The analysis and plan will assess service levels relative to demographics using customer demographics as well as census data. SRTC may be called upon to assist in data provision and/or analysis. The resulting information will assist in future planning decisions.

Schedule

Ongoing

Funding

Local



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

EASTERN REGION

UNIFIED PLANNING WORK PROGRAM

BIENNIUM YEAR 2015 - 2017

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INTRODUCTION

As the multi-modal transportation system in Washington State is owned, operated, and maintained by multiple jurisdictions, coordinated system planning between jurisdictions, agencies, and various stakeholders is essential to ensure the comprehensive and efficient development of transportation projects. Such coordination facilitates the development of public investment decisions that align with local, state, and federal laws; optimize limited resources; and involves the public and local agencies in identifying transportation needs, issues, and solutions in the Eastern Region.

The Unified Planning Work Program (UPWP) describes the region transportation planning activities and summarizes the local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The WSDOT ER Planning UPWP is reflective of the federal, state, and local focus to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas. The need for increased planning at the region level has become more evident as transportation systems continue to age and evolve and the need for planned coordinated regional decisions and solutions are necessary.

WSDOT Strategic Plan – Results WSDOT

In 2014 WSDOT updated its strategic plan to underpin the agency's commitment to the Governor's Results Washington initiative. Results WSDOT, the agency's strategic plan, has six policy goals.

- Goal 1: STRATEGIC INVESTMENTS - Effectively manage system assets and multimodal investments on corridors to enhance economic vitality.
- Goal 2: MODAL INTEGRATION - Optimize existing system capacity through better interconnectivity of all transportation modes.
- Goal 3: ENVIRONMENTAL STEWARDSHIP - Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.
- Goal 4: ORGANIZATIONAL STRENGTH - Support a culture of multi-disciplinary teams, innovation and people development through training, continuous improvement and Lean efforts.
- Goal 5: COMMUNITY ENGAGEMENT - Strengthen partnerships to increase credibility drive priorities and inform decision making.
- Goal 6: SMART TECHNOLOGY - Improve information system efficiency to users and enhance service delivery by expanding the use of technology.

While coordinating with SRTC and serving on SRTC boards and committee, WSDOT will look for

opportunities incorporate Results WSDOT into the discussions and decision-making. For more information contact: Keith Metcalf (Eastern Region Administrator) or Charlene Kay (Eastern Region Planning Engineer).

WSDOT EASTERN REGION

The Washington State Department of Transportation (WSDOT) Eastern Region (ER) spanning 14,242 square miles of land surface includes the counties of Adams, Ferry, Lincoln, Pend Oreille, Spokane, Stevens, Whitman, and portions of Franklin County (Exhibit 1).

Population

The following table provides the population trends by county in the Eastern Region.

County	Population			
	1990	2008	2010	2014
Adams, WA	13,643	17,285	17,884	19,179
Ferry, WA	6,295	7,353	7,504	7,667
Lincoln, WA	8,864	10,344	10,533	10,250
Pend Oreille, WA	8,915	12,760	12,904	12,985
Spokane, WA	361,333	462,677	461,262	484,318
Stevens, WA	30,948	42,050	43,171	43,650
Whitman, WA	38,775	41,664	43,747	46,827
Total	429,998	594,133	597,005	624,876

Source: US-Census

State Highways

There are approximately 1,567 centerline miles and 3,654 lane miles in the region.

The following provides provided the state highway surface types in the Eastern Region.

State Highway Surface Types	Centerline Miles	Lane Miles
Bituminous Surface Treatment	867.42	1,735.09
Asphalt	614.87	1,650.60
Concrete	84.53	268.49

The following is a list of the State Routes in the Eastern Region:

State Route		Begin Milepost	End Milepost	Description
2	*	207.78	334.92	Lincoln Co. Line to Idaho State Line
20		297.23	436.93	Okanogan County to SR 2 in Newport
21		0	166.99	Kahlotus to Canada
23		0	66.01	Steptoe to Harrington
25		0	121.19	Davenport to Canada
26		61.08	133.51	SR 395 to SR 195
27		0	87.73	Pullman to SR 290, Trent Ave.
28		79.02	131.18	Lincoln Co. Line to Davenport
31		0	26.79	Tiger to Canada
90	**	191.89	299.82	Adam's Co. Line to Idaho State Line
127		10	27.05	Snake River to SR 26
174		23.38	40.66	Lincoln Co. Line to SR 21
194		0	21.01	Almota to SR 195
195	*	0	95.99	Idaho State Line to I-90
206		0	15.39	SR 2 to Mt. Spokane State Park
211		0.09	15.24	SR 2 to SR 20/Usk
231		0	75.16	SR 23 to SR 395/Valley
260		24.73	39.49	Franklin Co. Line to SR 26
261		15.2	62.83	Snake River to I-90
263		0	9.24	Snake River to Kahlotus
270		0	9.89	SR 195 to Idaho State Line
271		0	8.48	SR 27/Oakesdale to SR 195
272		0	19.23	SR 195/Colfax to Idaho State Line
274		0	1.92	SR 27/Tekoa to Idaho State Line
278		0	5.5	Rockford to Idaho State Line
290		0	18.38	SR 2/Spokane to Idaho State Line
291		0	33.09	SR 2/Spokane to SR 231
292		0	5.91	SR 231/Springdale to SR 395/Loon Lake
395	*	61.24	95.91	Musie Road to I-90
395	*	164.5	270.26	N. Division Wye to International Boundary
902		0	12.17	I-90/Salnave to I-90/to Medical Lake
904		0	16.96	I-90/Tyler to I-90/Four Lakes

Note: * Denotes state routes with U.S. Highway designation

** Denotes state route with Interstate designation

Scenic Byways

Exhibit 2 identifies the various Washington State Scenic Byways as designated by Revised Coded of Washington (RCW) 47.39.020 in the Eastern Region. The following four state scenic highway corridors have established byway organizations:

- SR 20 - Sherman Pass Scenic Byway
- SR 31, SR 20 – International Selkirk Loop – (ISL)
- SR 31 Palouse Scenic Byway
- US 195/SR 26, 27, 194, 272 - Palouse Scenic Byway

Rail

Washington State owns the former PCC Rail System, which consists of three branches. WSDOT purchased the rights of way and rail in the P & L Branch and PV Hooper Branch of the PCC in November 2004. Purchase of the CW Branch and the remaining rights in the other two branches was completed in May 2007.

The WSDOT contracted with private railroads to operate each of the branches. The Palouse River and Coulee City Railroad operates the PV Hooper Branch; the Eastern Washington Gateway Railroad operates the CW Branch; and the Washington and Idaho Railway operates the P & L Branch as shown in Exhibit 3.

The WSDOT oversees the facilities and regulatory portions of the operating leases. The PCC Rail Authority-an intergovernmental entity formed by Grant, Lincoln, Spokane, and Whitman counties oversees the business and economic development portions of the operating leases.

The PCC rail system currently provides local rail service to grain shippers and other businesses in Whitman, Lincoln, Grant, and Spokane Counties. There are three lines currently in use - the CW Line, PV Hooper Line, and P&L Line - that require rehabilitation to remain commercially viable. WSDOT recently completed the PCC Rail System Strategic Plan to guide and prioritize the rail system maintenance and the development.

Airports

The following seventeen airports as show in the Exhibit 4 are located in the Eastern Region:

- Colville Municipal Airport
- Davenport Airport
- Deer Park Municipal Airport
- Felts Field
- Ferry County Airport
- Ione Municipal Airport
- Lind Airport
- Mead Flying Service
- Odessa Municipal Airport
- Pru Field
- Pullman - Moscow Regional Airport

Rosalia Municipal Airport
Sand Canyon Airport
Spokane International Airport
Whitman County Memorial Airport
Wilbur Municipal Airport
Willard Field

Ferries

There are two ferry services operating in the Eastern Region, the Keller Ferry and the Gifford/Inchelium Ferry.

The M/V Sanpoil, also known as the Keller Ferry, is 116 feet in length with a 45 foot beam. The capacity of the vessel is 20 cars with a maximum of 149 passengers and two crew members. The vessel can carry a legally-loaded truck and trailer combination up to 105,500 lbs. The maximum vehicle length is 100 ft. Approximately 60,000 vehicles travel on the Keller Ferry each year. Walk-on passengers are few as the ferry route is a link in a rural highway, State Route 21.

|The Gifford/Inchelium Ferry upstream from the confluence of the Columbia and Spokane Rivers is operated by the Colville Confederated Tribes.

Public Transit

The WSDOT Public Transportation division and the region coordinate with communities to identify needs, develop opportunities, and implement solutions that maximize the value of the statewide transportation system. The region assists the WSDOT Public Transportation Division towards accomplishing the goal of creating an integrated state transportation system where innovative solutions are developed and implemented to maximize the efficiency and effectiveness of individual, community and system-wide mobility. The following table identifies the transit services in the Eastern Region.

Transit Service	Type	Service Area
Colville Confederated Tribes Transit	Public and Tribal	Colville Reservation into Okanogan County
Gold Line - WSDOT Intercity Bus Program	Provide services in smaller communities that are no longer served by national bus lines	Kettle Falls to Spokane
Kalispel Tribal Transit System (KALTRAN)	Public transportation service for both Tribal members and the surrounding regional communities.	Kalispel Reservation, Pend Oreille, Spokane and surrounding regional communities.

People For People	Paratransit services for special needs along with free intercity bus routes.	Grant, Lincoln, and Adams counties
Pullman Transit	Public Transit Agency	City of Pullman
Rural Resources Community Action	Public and special transportation needs	Chewelah, Colville, Republic, Kettle Falls, and Newport Limited services in Ferry, Stevens, Pend Oreille, Kalispel Indian Reservation.
Special Mobility Services	Medicaid Recipients	Spokane to Newport
Spokane Transit (STA)	Public Transit Agency	City of Spokane and surrounding communities
Spokane Tribe – Moccasin Express	Public and Tribal transit	Spokane Reservation and service into Airway Heights, WA

METROPOLITAN PLANNING ORGANIZATION/ REGIONAL TRANSPORTATION PLANNING ORGANIZATION

The WSDOT Eastern Region (ER) Planning office coordinates planning efforts with the following Metropolitan Planning Organization (MPO) and three Regional Transportation Planning Organization (RTPO) (Exhibit 1):

- ❖ Spokane Regional Transportation Council (MPO),
- ❖ Palouse RTPO - Whitman County,
- ❖ Northeast Washington (NEW) RTPO - Stevens, Ferry and Pend Oreille counties, and
- ❖ QUAD County (QUADCO) RTPO - Lincoln and Adams counties (ER Region)/ Grant County (North Central Region)/ Kittitas counties (South Central Region)

TRIBES

Tribal coordination in the WSDOT ER including transportation, land use development, and environmental planning involves coordination/consultation with the following tribes during various planning activities (Exhibit 5):

- ❖ Coeur d' Alene
- ❖ Colville Tribe
- ❖ Kalispel
- ❖ Spokane
- ❖ Nez Perce
- ❖ Yakama

EASTERN REGION PLANNING OVERVIEW

The Eastern Region Transportation Planning office provides functions that support WSDOT's Strategic Plan- Results Washington, along with state and federal transportation planning requirements for an area that includes the second largest metropolitan planning organization (MPO)

in the state of Washington, by collaboratively coordinating with, participating in, and contributing to:

- Statewide planning efforts (multimodal plan, highway system plan, freight, public transportation, Governor Initiatives, other modal issue plans);
- Strategic Planning Efforts – Results Washington least cost planning, community engagement, comprehensive review plan, level of service, statewide model implementation working groups;
- The development of MPOs and RTPOs regional transportation plans, congestion management process, local agency comprehensive plan, local agency transportation planning efforts including non-motorized plans and development regulations in support of system and investment efficiency, by providing substantive review and comment;
- MPO (SRTC), RTPOs (NEW, Palouse, QUADCO), tribes (Coeur d’Alene, Kalispel, Spokane), transit agencies, local agencies, non-motorized organizations and the community in various transportation and land use planning efforts to ensure WSDOT interests, programs, projects and issues are represented in regional processes and considerations, and coordination with cities, counties, ports, tribes, and others, providing information and technical assistance;

Eastern Region Planning collaboratively prepares comprehensive, coordinated planning studies and corridor sketches/plans using least cost planning and practical design principles that appropriately identify operational, safety, and improvement needs for the region’s transportation network, managing expectations and building support for planned operations and capital investments in the transportation system.

Eastern Region Planning provides modeling, technical analysis, data collection, research, analysis (including collision analysis). As a region expert in travel demand forecasting, traffic analysis, and planning level Least Cost Planning including Highway Safety Analyst and Cost-benefit analysis. As the majority of the region planning and project development efforts require some degree of research and/or data collection, ER Planning provides demographic, travel behavior, and transportation system performance analysis. ER Planning also maintains and collects pedestrian/bicycle data. ER Planning uses various tools for analysis including VISSUM, VISIM, and GIS.

PRIMARY PLANNING SERVICES

The primary services performed by the ER WSDOT Planning as detailed in this Unified Planning Work Program (UPWP) include:

- **Planning and Administration**
- **Development Review and Growth Management**
 - Developer concurrency review
 - Coordinate Access Management/SEPA/NEPA reviews and mitigation
 - Local Comprehensive Plans/County Planning Policies and Other Policy Review
- **MPO/RTPO Regional and Local Planning**
 - MPO/RTPO Coordination and Planning

- Bi-State (Idaho/ WA) Coordination
- Tribal Coordination
- Border crossing coordination with the British Columbia, Canada
- Regional and Local Studies
- **Tribal Coordination**
 - Coordinate with various WSDOT programs regarding the address of tribal concerns
 - Coordinate the incorporation of tribal concerns and needs into planning studies
 - Coordinate Indian Reservation Roads inventory updates
 - Provide tribal technical assistance to support tribal participation in State planning and funding processes including the STIP
 - Provide information and technical assistance during the development of tribal transportation projects
 - Promote tribal workforce opportunities on planned state transportation projects that are or near tribal lands
- **Corridor Planning**
 - Corridor Analysis Planning (Corridor Sketches)
 - Corridor and Special Studies
 - Access /Corridor Management Planning
 - Scenic Byway Coordination
- **State Highway System Plan**
 - Deficiency Analysis
 - Benefit/Cost Analysis
- **Local Agency Coordination/Community Involvement**
 - WSDOT technical representative on local planning study teams
- **Data and Research**
 - Data Collection/Analysis
 - Travel Demand Forecasting
- **Transportation Planning and Coordination**
 - Public Transportation and Rail Planning/Coordination
 - Multimodal/Intermodal Planning/Coordination
 - Transportation Demand Management (TDM)
 - Non-Motorized (Bike & Pedestrian Planning/Coordination)
 - Host region pedestrian/bicycle coordination meetings
 - Data Collection/Analysis
 - Assist with facility planning, coordination, and development
 - Complete Streets and modal integration
 - Freight Mobility Planning/Coordination
- **Transportation Demand Management**
 - Congestion Relief

- Traffic Modeling

CORE FUNCTIONS

The following briefly describes the core functions the WSDOT Eastern Region Planning program is required to provide:

Technical Planning Studies - conduct, prepare, and/or support technical transportation planning studies including travel demand forecasting, capacity analysis, and cost/benefit analysis. Coordinate with local jurisdictions and tribes during the implementation of various planning studies and other work plan elements. The various studies include the following:

- Corridor Analysis Planning
- Corridor and Special Studies
- Highway System Plan (Corridor Sketches)
- Urban Area Access Management Implementation Strategic Plan
- Regional Freight and Good Movements
- Regional and Local Studies
- Major investment Studies

Policy Analysis - identifying and analyzing public policy issues and developing alternative strategies for decision makers.

Public Information/Public Involvement – may include developing, coordinating, supporting and/or implementing public information/involvement opportunities performing surveys, attending public meetings and hearings, and serving on advisory committees.

Coordination/Participation – occurs at both the policy level interacting with local elected officials, legislators, citizens groups, or policy committees; and the technical level with local staffs, technical committees, and citizens groups.

- Coordination with the region RTPOs, MPOs, tribes, local jurisdictions, and transit agencies in update and development of various region transportation plans including the Washington Transportation Plan, Region Transportation Plans, WSDOT Highway System Plan, along with various other region transportation study efforts.
 - Coordinate with MPO's, RTPO's, local jurisdictions, tribes, and transit agencies in developing and refining solutions for highway deficiencies.
 - Refine solutions and cost estimates for mobility improvements to update the HSP database.
 - Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
 - Analyze and prioritize mobility and safety deficiencies on the state highway system.
- In coordination with the MPO, local, and regional partners contribute to develop and implement plans and activities related to Travel Demand Model/TSM.
- Participate with bi-state (Idaho/Washington) partners on transportation studies, issues, and other coordination related to the bi-state regional transportation system. Provide technical staff support for the bi-state (Washington/Idaho) Inland Pacific Hub Advisory Board.

- Non- Motorized (Bike and Pedestrian planning/coordination)
- Multimodal/Intermodal Planning/Coordination
- Scenic Byway Planning/Coordination/Review

Growth Management and Development Review

- Review and comment on development proposals including the negotiation of developer impact mitigation measures on the state transportation system.
- Coordinate Access Management
- Environmental assessment (SEPA/ NEPA) reviews and mitigation negotiations
- Coordinate with county and city jurisdictions including providing technical input on planning efforts to update comprehensive land use plans, transportation plans, and capital facilities plans to comply with Growth Management Act Requirements.
- Coordinate with counties and local jurisdictions regarding planning policies and other policy review.

Grant Administration/ Program Management

- Prepare and/or assist with the preparation of applications for various grant programs. Activities may also include the administering the contract, providing technical assistance, accounting, auditing, and process monitoring.
- Assist the region Program Management section in the development of the Capital Improvement and Preservation Program (CIPP).

Data Collection, Research, and Analysis

- The majority of the region transportation planning activities requires some degree of research and/or data collection including demographics, travel behavior, and/or transportation system performance. While most demographic data is collected from other sources; travel behavior and transportation system performance data is usually collected and compiled by transportation planners within the region.
- Analyze the collected/researched transportation data for use in transportation planning studies, which requires a specialized expertise.

Planning Technical Assistance – provide various forms of transportation planning technical assistance to regional and local agencies.

WSDOT Statewide Multimodal Planning: 2015-2017 Work Program Highlights

WSDOT performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within Results WSDOT that focus on transportation planning; they are not inclusive of all WSDOT projects and programs. This information highlights how the state's planning process connects with the MPO and RTPO planning processes statewide. Each region office may also have specific planning studies that are underway.

Practical Solutions

- Practical Solutions is a two-part strategy that includes least cost planning and practical design. WSDOT is undertaking Practical Solutions to enable more flexible and sustainable transportation investment decisions. It encourages this by increasing the focus on project purpose and need throughout all phases of project development: planning, program management, environmental analysis, design, construction, and operations.
- WSDOT planning staff will apply practical solutions approaches in their planning work with MPOs and RTPOs.
- For more information: www.wsdot.wa.gov/Projects/PracticalDesign/.

Growth Management Act (GMA) Enhanced Collaboration

- WSDOT's vision of providing a sustainable and integrated multimodal transportation system requires us to utilize all available capacity on the system and to leverage our limited resources. This is only possible by refocusing on working together with communities and other partners.
- WSDOT recognizes city and county GMA Comprehensive Plans as the cornerstone of community decision-making, creating the foundations for future subarea plans, regional plans, development regulations, and transportation investment programs. Therefore, we think it is important for WSDOT to participate, listen to and understand these goals and plans, and share WSDOT strategies and policies for implementing a multimodal transportation system.
- WSDOT strives to increase regional planning staff interaction and coordination with cities, counties, and MPOs and RTPOs early in the comprehensive plan process.
- For more information on the Washington State Department of Commerce Comprehensive Plan update schedule, refer to: <http://www.commerce.wa.gov/Documents/GMS-GMA-Update-Schedule-2015-2018.pdf>

Governor's Executive Order 14-04, Transportation Efficiency

- The Washington State Departments of Transportation, Commerce and Ecology are working with the RTPOs, counties, and cities to develop a new program of financial and technical assistance to help local governments implement measures to improve transportation efficiency, and to update their comprehensive plans.
- We will rely on the subcommittee we formed of MPOs and RTPOs plus representatives of the Association of Washington Cities (AWC) and the Washington State Association of Counties (WSAC).
- For more information:
<http://www.wsdot.wa.gov/SustainableTransportation/CleanTranspo.htm>

314 and Interlocal Agreement

- The Tribal and Regional Coordination Office is facilitating and coordinating the development of agreements to satisfy 23CFR450.314. The agreements will be between the MPO, the State(s), and the public transportation operator(s) to describe their mutual roles and responsibilities in carrying out the metropolitan transportation planning process.
- In addition, several MPOs and RTPOs have recently begun organizational structure change discussions. These changes create a need to update interlocal agreements and bylaws. Depending upon the MPO/RTPO, WSDOT's need to sign the documents is unique. In some cases these may require Attorney General review and signature by the Secretary of Transportation.

Framework for MAP-21 Target Setting

- MAP-21 requires that State DOTs and MPOs work together to address the performance measures set forth in MAP-21 through a collaborative process of setting performance targets.
- WSDOT and MPOs have quarterly meetings and special information sessions to address the need to set performance targets. The meetings began in May 2014 and are expected to occur through June 2017, the approximate date for MPOs to set targets and conclude this process.

Community Engagement Plan

- WSDOT will deliver an updated Public Involvement Plan (aka Community Engagement Plan) by Summer 2015 that strives to:
 - 1) Increase consent on decisions made by WSDOT, communities, stakeholders and the Legislature based on a shared understanding of transportation needs and opportunities.

- 2) Improve the understanding of transportation expenditures and investments and respective benefits (outcomes).
- 3) Improve public access to information and decision making so that WSDOT is recognized as the most credible source for information.

Transportation Plans and Corridor Studies

- WSDOT is in the process of working on the update of several transportation plans with a statewide focus, including:
 - 1) The Washington Transportation Plan, Phase II
 - 2) The Highway System Plan
 - 3) The State Public Transportation Plan
 - 4) The Aviation Plan
 - 5) The Ferry System Plan

WSDOT will also conduct corridor planning studies and corridor sketches on state routes. Corridor planning studies are a fundamental building block of various state transportation plans; examining current and future travel conditions and developing recommendations consistent with “Results WSDOT,” Least Cost Planning and Practical Design.

Statewide Multimodal Travel Demand Model

- A statewide multimodal travel demand model is an analytical tool that will help us better understand where people live and how they travel around the state. This multimodal forecasting model will allow us to better understand the statewide transportation system and how future projects and land use changes may affect it.
- When this project is funded by the legislature, a stakeholder’s working group will be formed. MPOs, RTPOs, and other agencies within the state will participate. This group will take part in the process of reviewing products and commenting upon the draft report.

Eastern Region Multimodal Planning – Biennium (2015-2017) Work Elements

The following provides a summary of the individual work elements that will be accomplished in Biennium 2015-2017.

Data

Travel Data Analysis

- Collect and analyze modal (pedestrian, bicycle, passenger, and freight) data for respective corridor studies/sketches, partner agencies, and others
- Continue to maintain and collect pedestrian data. Collaborate with partner agencies in the use of WSDOT counters in local data collection.

Crash Data Analysis

- Perform crash data analysis for respective corridor studies/sketches and other region requests

System Performance Analysis

- Continue to coordinate with the MPO and local jurisdictions in the development and collection of pedestrian/bicycle data
- Continue to collect and report the performance of FHWA prescribed system features (collision rates, travel times, ADT, pavement condition, bicycle/pedestrian counts, etc.) on the US 395 North Spokane Corridor.
- As a member of the Spokane Regional Transportation Council Congestion Management Process Working Group, assist in the review of proposed projects and the maintenance of relevant data and mitigation strategies.
- Continue to participate on the I90 Harvard Road Interchange Justification Report technical team.

WSDOT Strategic Plan

- As a member of the Least Cost Planning Implementation and Community Engagement Working Groups, continue to assist in the development, implementation, and evaluation of various strategies

Economic Forecasting & Analysis

- Continue to build and maintain a GIS tool for monitoring assessing land use and sales revenues associated with the US 395 North Spokane Corridor.

Traffic Modeling

- Continue to assist Spokane Regional Transportation Council with the model review, development, and maintenance for select state facilities.
- Continue to assist project development offices with model calibration and subsequent editing/development.
- Continue to assist with model post-processing of future year volumes.

GIS Services

- Continue to build and maintain a GIS tool for monitoring assessing land use and sales revenues associated with the US 395 North Spokane Corridor by establishing a “baseline”.
- Provide assistance to NEW RTPO in the development of a regional transportation sector focused GIS platform.

Collaborative Planning

Local Agency Planning Coordination

- Continue to participate in the City of Spokane, City of Liberty Lake, City of Spokane Valley Comprehensive Plan updates, currently in progress
- Continue to serve on City of Spokane Planning Commission Transportation Subcommittee
- Continue to participate in the development and review local comprehensive plans, development regulations and proposed SEPA actions.

Tribal & Regional Coordination

- Coordinate periodic tribal/WSDOT regional meetings
- Continue to ensure tribal transportation goals and projects are included in WSDOT and regional transportation efforts.
- Attend Tribal Transportation Planning Organization meetings.
- Assist RTPOs with preparing select sections of Regional Transportation Plans regarding state transportation facilities, upon request. Review Regional Transportation Plans and participate in the RTP planning process.
- Serve as member and/or alternate member of MPO and RTPO transportation technical advisory committees. As member participate in regional planning activities, grant proposal review/selection, Regional Transportation Plan development, public transportation coordination/development, Human Services Transportation Plan development, and other activities.
- Serve as member of the SRTC Congestion Management Process Working Group includes review of project proposals for alignment with SRTC CMP.
- Participate in the pilot “Complete Streets” outreach program with the NEW RTPO and Palouse RTPO.
- Participate in the “Equal Access to Transportation” planning efforts with Eastern region MPO/RTPOs to identify barriers to American Disabilities Act (ADA) in WSDOT right of way

Enhanced Collaboration

- Ongoing collaboration with the Department of Commerce at the region level.
- City of Spokane Gateways - Continue to participate in the coordinated planning and enhancement of the I-90 roadside and gateways from the City of Spokane to Idaho State Line limits.
- Continue to serve as member of the Spokane County Wayfinding Stakeholder group in the planning and development of countywide wayfinding signage that includes state facilities.

- Continue to participate in the Spokane International Airport Traffic Study – Technical Advisory Committee in the planning of Spotted Road improvements.
- In partnership with NEW RTPO coordinate with British Columbia, Canada in the planning of facilities in the vicinity of the international border crossings.
- Participate in the planning of Transportation Border Working Group (TBWG) “Western Border Forum” to align transportation interests across borders.

Multimodal System Planning

Statewide Multimodal Transportation Plan

- Highway System Plan – develop corridor sketches for all state highways in Eastern Region
- Continue to serve as member of the State Freight Working Group

Modal Plans and Modal Planning Integration

- Continue to have periodic regional non-motorized coordination meetings with pedestrian/bicycle organizations and local agency partners. Extend meetings to involve rural areas including the Palouse RTPO and NEW RTPO regions.
- Continue to lead a region pedestrian/bicycle group to coordinate agency non-motorized planning and development
- Participate in Spokane Transit Authority Bus Stop Policy Framework Jurisdiction Coordination
- Assist as requested in planning efforts for the Palouse Coulee City Rail system
- In collaboration with Northeast Washington (NEW) RTPO coordinate with Stevens, Pend Oreille, and Ferry counties for support, planning and development of any improved bicycle facilities on SR 20, designated as US Bike Route 10 (USBR10).
- In collaboration with NEW RTPO assist with the planning of the Kettle Falls to Colville non-motorized trail project.
- Assist Palouse RTPO in a consultant led US 195 origin-destination freight study by providing data and reviewing the consultant products.
- Continue to participate in MPO/RTPO and local agency non-motorized planning efforts.
- Spokane Transit Authority (STA) West Plains Transit Center - Continue to assist with the traffic analysis review of a proposed transit center on I 90 in the vicinity of the Medical Lake interchange.
- Continue to partner with various local entities with non-motorized data collection by loaning temporary data collectors and assisting with data download/analysis.

Statewide Planning and Corridor Planning

- Continue to serve as member of the Statewide Freight Working Group
- Continue to participate in the development of the statewide travel demand model.
- Finalize the US 2 Safety Study Corridor Study
- Complete a corridor study on US 26 or SR 27 during the biennium, contingent on completing the region-wide “Corridor Sketches” (see attached proposals).
- Continue to serve as member of the Statewide Community Transportation Planning Office Plan Review Work Group.

- Lead or participate in the Statewide Level of Service Work Group
- Continue to serve as member of the Community Engagement Work Group
- Continue to serve as member of the Least Cost Planning Work Group

Planning Work Force Capacity (Training)

- Attend lean training, as available
- Attend relevant planning training and conferences, as available

Eastern Region Visionary Planning Projects - Partially or Not Funded

- Develop and maintain an Eastern Region Planning webpage for internal/external use
- Develop an Eastern Region GIS Planning portal
- US 195 Corridor Collision Analysis Study – Implement a couple of the Target Zero Education countermeasures including collaboration with partner agencies through the Palouse RTPO to establish a community based safety task force.
- Re-examine/update past corridor studies to align with Least Cost Planning principles.

WSDOT Eastern Region



EXHIBIT 2

Washington State Scenic Byway

WSDOT Eastern Region

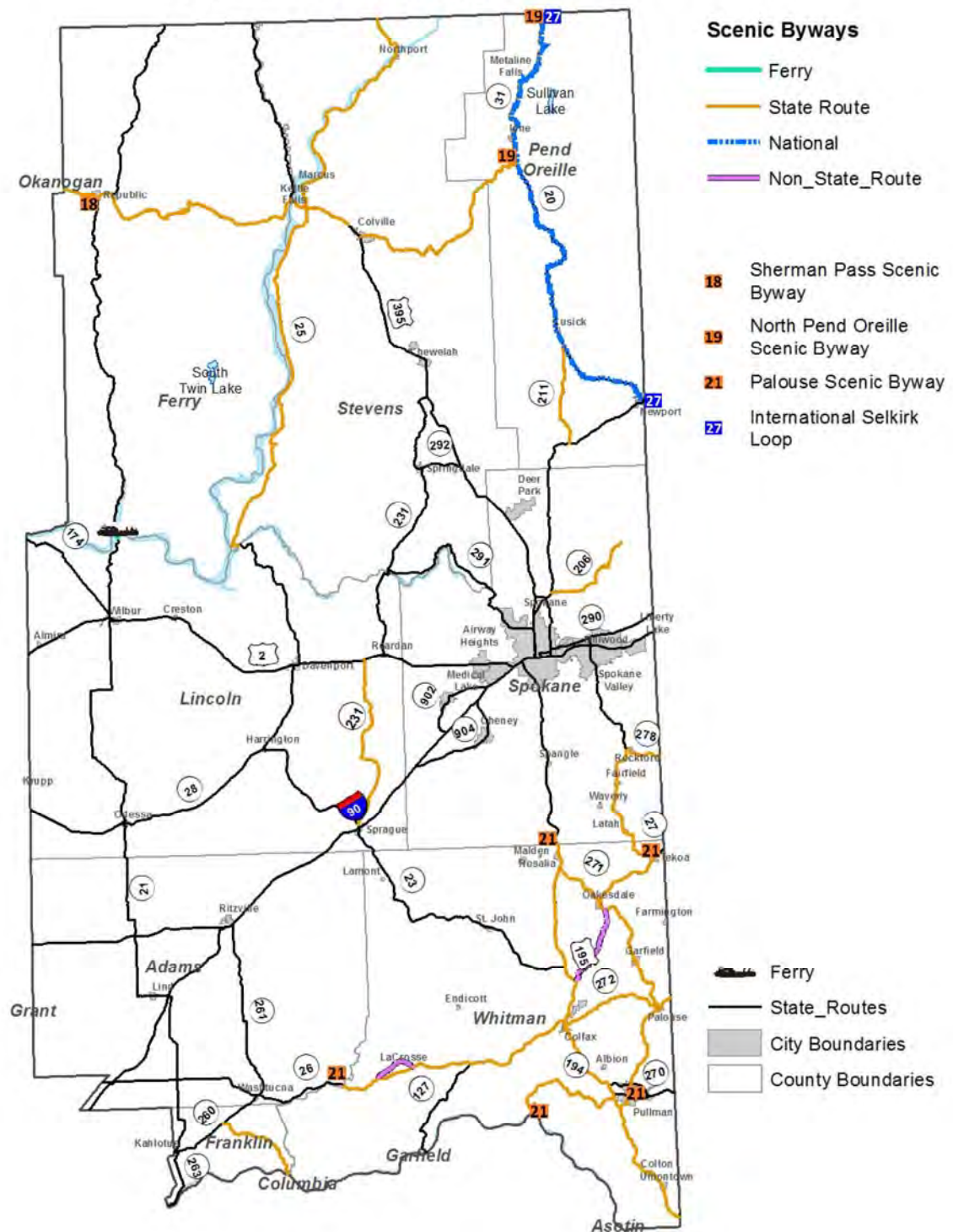
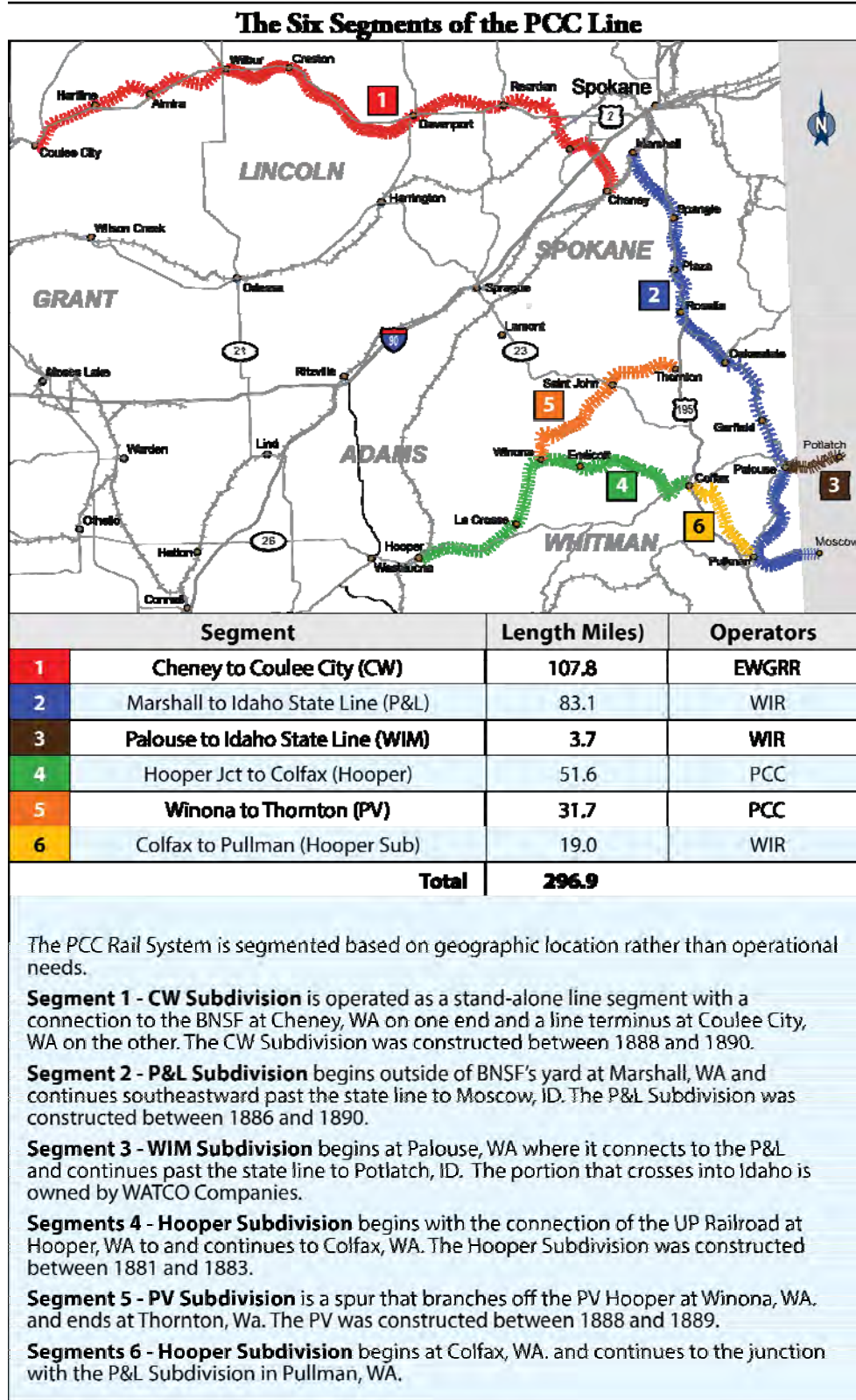


EXHIBIT 3 - Palouse River and Coulee City Railroad



Eastern Region

-  Sea Plane Bases
-  Airports



EXHIBIT 5

Freight & Goods Transportation System

WSDOT Eastern Region

EXHIBIT 5

Freight & Goods Transportation System

WSDOT Eastern Region

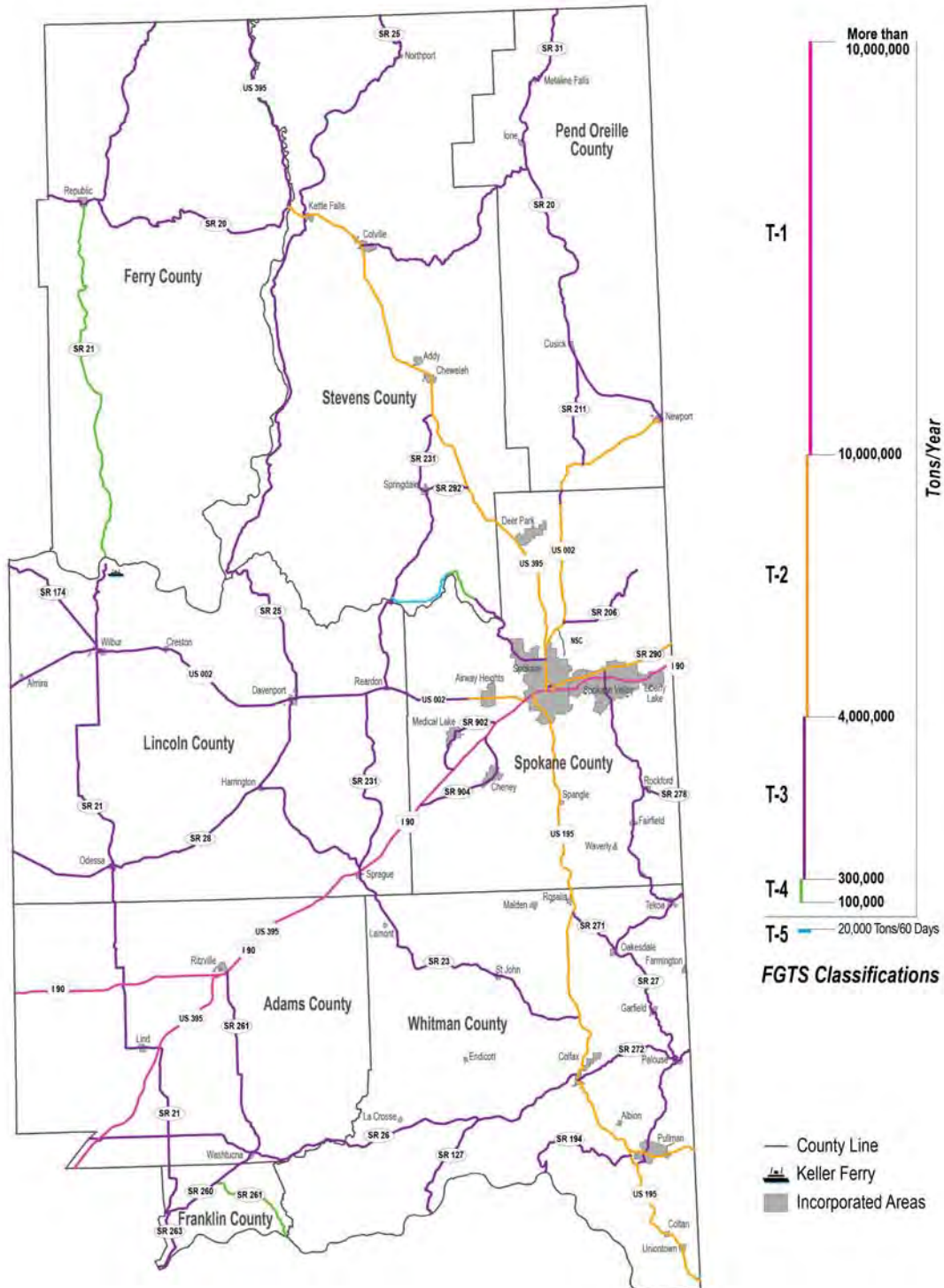
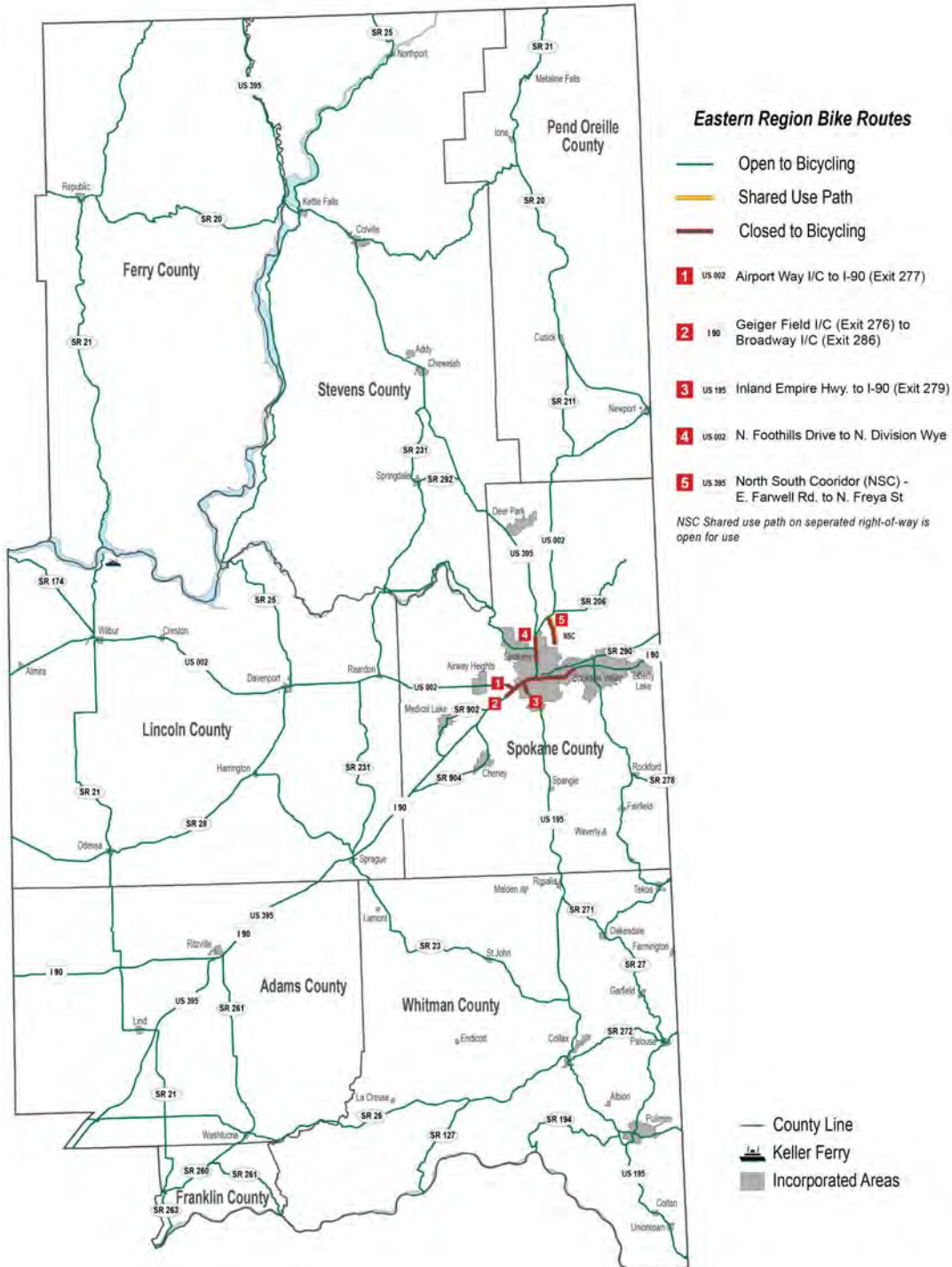


EXHIBIT 6

State Highways Bicycle Map

WSDOT Eastern Region



Appendix C

