DATE: November 13, 2019
TO: Transportation Technical Committee (TTC)
FROM: Karl Otterstrom, Chair
SUBJECT: Agenda for TTC Meeting Wednesday, November 20, 1:30 pm
SRTC, 421 W. Riverside Avenue, Suite 504 (The Paulsen Building)

1. Call to Order
2. Roll Call / Record of Attendance
3. Approval of October 23, 2019 Meeting Minutes
4. Public Comments
5. TTC Member Comments
6. Chair Report on SRTC Board of Directors Meeting

**ACTION**

7. **2020-2023 Transportation Improvement Program January Amendment** *(April Gunderson)*
8. **Funding for Priority List Projects** *(Eve Nelson)*
9. **2020 TTC Officer Elections** *(Eve Nelson)*

**INFORMATION & DISCUSSION**

10. **Census 2020 Complete Count Committee Update, (link to handouts)** *(Alex Panagotacos)*
11. **Spokane Transit Authority Central City Line** *(Karl Otterstrom)*
12. **Group Discussion: Initiative 976**
13. **TIP Working Group Update**
14. **Agency Update**
15. Adjournment

**Next Meeting December 16 - Please note this is one week early due to the holiday**

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MEETING MINUTES
Spokane Regional Transportation Council Transportation Technical Committee
October 23, 2019
421 W Riverside Ave Suite 504, Spokane, Washington

1. Call to Order - Chair Karl Otterstrom called the meeting to order at 1:31 p.m.

2. Roll Call

Committee Members Present
Mark Bergam City of Airway Heights April Westby Spokane Regional Clean Air
Todd Ableman City of Cheney Heleen Dewey Spokane Regional Health Dist
Roger Krieger City of Deer Park Gordon Howell Spokane Transit Authority
Scott Bernhard City of Liberty Lake Karl Otterstrom Spokane Transit Authority
Brandon Blankenagel City of Spokane Mike Tedesco Spokane Tribe
Louis Meuler City of Spokane Larry Larson WSDOT
Inga Note City of Spokane Glenn Wagemann WSDOT
Brandi Colyar Spokane County

Committee Alternates Present
Barry Greene Spokane County Mike Basinger City of Spokane Valley

Guests
Becky Spangle SRMTC LeAnn Yamamoto Commute Smart NW

Staff
Eve Nelson Senior Transportation Planner Sabrina Minshall Executive Director
Jason Lien Senior Transportation Planner Shauna Harshman Assoc. Transportation Planner
David Fletcher Assoc. Transportation Planner Julie Meyers-Lehman Administrative Asst.

3. Approval of Prior Meeting Minutes - Mr. Bernhard made a motion to approve the September 25, 2019 minutes as presented. Ms. Dewey seconded the motion, which passed unanimously.

4. Public Comments - There were no public comments.

5. Technical Member Comments – Members spoke about current projects or programs in their jurisdiction or agency.

6. Chair Report on SRTC Board of Directors Meeting – Chair Otterstrom shared highlights from the October 10 Board meeting.

ACTION ITEMS

7. Spokane Regional Transportation Management Center ITS Plan - Ms. Spangle defined Intelligent Transportation Systems (ITS) and explained that ITS Implementation helps to maximize the safety and mobility of people and goods; it also improves the performance of existing transportation facilities. She provided examples of technologies in the regional ITS architecture that increase operational efficiency and safety; she presented several examples of future ITS technologies. Ms. Spangle described regional ITS Architecture as a recipe book for designing and implementing ITS projects and outlined its relationship to regional transportation planning. She spoke about the Spokane Region ITS Project Implementation Plan, which is a 6-year investment plan containing the region’s top priority of operationally focused ITS projects and explained why involvement by SRTC in the ITS plan is required by federal requirements.
Mr. Tedesco made a motion to recommend Board acceptance of the SRTMC ITS Architecture. Ms. Note seconded the motion. All votes were in favor.

INFORMATION & DISCUSSION ITEMS

8. Regional Priority Strategy for Chambers of Commerce – Ms. Minshall provided a background of this topic, and she noted this is not a SRTC led effort, but a joint public/private discussion to create a package of regional transportation projects that the area Chambers of Commerce can present to the Washington State Legislature for future funding consideration. She said SRTC has provided technical assistance and data to the stakeholder group and will continue to assist by delivering a list of projects which maximize efficiency of the I-90 corridor. She explained that SRTC’s involvement will help to ensure that the project package can be created with support from the all stakeholders and is consistent with the Metropolitan Transportation Plan (MTP).

Ms. Minshall said she and SRTC staff have presented at a series of joint chamber meetings and described the information that has been relayed to them including:
- What is SRTC, who is on the Board, what is an MPO & RTPO
- SRTC’s mission, vision, core programs and functions
- Information about the MTP and its guiding principles
- Spokane County population and employment figures; forecasts for 2040
- Top transportation issues for the region
- Truck travel time reliability, road rail conflict points, pavement performance on and off the National Highway System

She stated that local agencies and jurisdictions have not fully expressed the extent of funding gaps, especially for preservation projects; they must now think about how to message the “need versus expected revenues” topic to elected officials. Ms. Minshall said the regional priority projects strategy will consist of projects in three categories: maintenance, capital projects, and opportunity areas. She explained that the stakeholder group wants to create a projects package and move away past practice of all jurisdictions/agencies having their own list of projects seeking funding. The group discussed. Some comments included:
- When creating a package that is “sell-able” it is important to recognize that “sell-ability” is in the eye of the beholder
- The disconnect between the types of projects that legislators or officials think are important and the things that are important to system users
- Importance of decisions based on data and facts and not reliance of assumptions or anecdotal evidence

9. Funding Opportunities for Contingency List Projects – Ms. Nelson reported that the HIP funds previously identified for use on the Henry Road project remain available and the TIP Working Group is looking at this source and other funding for contingency list projects. A recommendation from the group will be presented to the TTC next month.

10. Social Equity Mapping Tool – Ms. Harshman said in the past SRTC has developed and posted a transportation barriers map to be used by staff and agency partners for Title VI compliance, but staff is currently developing a much more robust social equity mapping tool using story maps which will improve analysis of Title VI, Environmental Justice & ADA programs in transportation planning. She presented draft maps for many different categories such as indicators of marginalized populations and various types of access barriers such as language, health, education, and transit access.

Ms. Harshman reported that the launch of the Division Street Corridor Study and US 195/I-90 Corridor Study were the catalysts for this project. She noted the suite of maps should be live and posted to the SRTC website in late November and the data tables will be available to all SRTC member agencies.

12. **Agency Update** – Ms. Nelson spoke about:
   - US 195/I-90 Study kick off meeting
   - The DATA project consultant contract is in negotiation
   - The April 2020 Washington Bike Summit will be held in Spokane
   - SRTC had its four-year federal certification meeting yesterday with the Federal Highway Administration and WSDOT; result of the evaluation will be shared with this group
   - Elections for 2020 Chair and Vice Chair will be held at the next meeting

13. **Adjournment** - There being no further business, the meeting adjourned at 2:45 pm.

____________________________
Julie Meyers-Lehman
Recording Secretary
To: Transportation Technical Committee
   November 13, 2019

From: April Gunderson, Assistant Transportation Planner

Topic: 2020-2023 Transportation Improvement Program (TIP) January Amendment

Requested Action:
Recommendation for SRTC Board of Directors’ approval of the January Amendment to the 2020-2023 TIP.

Key Points:
- One member agency has requested an amendment to the TIP. The proposed amendment would modify an existing project.
- The City of Millwood’s Argonne Road: Empire to Liberty Congestion Relief project is extending its termini from Liberty Avenue to just south of the Argonne Road bridge. The expanded project will include an extended multi-use trail and additional lighting.
- The SRTC Board awarded an additional $380,000 in Congestion Mitigation Air Quality funding to the Millwood project at the October 10, 2019 SRTC Board meeting.
- The January 2020 SRTC Board of Directors meeting will be a SRTC 101 workshop; therefore, this January TIP Amendment is being brought to the SRTC Board of Directors in December.

Board/Committee Discussions:
This item is being presented to the TTC for the first time. The January TIP Amendment will be presented to the Board on December 12, 2019.

Public Involvement:
Pursuant to SRTC’s Public Participation Plan, this amendment will be open for a 10-day public comment period. Any public comments received during this period will be addressed by SRTC staff and presented to the Board in their December meeting packet.

Supporting Information/Implications:
The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP. After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC.
Board of Directors.

The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2040, SRTC’s long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2040. Consistency with Horizon 2040 includes a demonstration of financial constraint and conformity with regional air quality plans. The January amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2040.

TIP amendments must be approved by the SRTC Board in order to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds. Pending approval by the SRTC Board, the January amendment will be incorporated into the STIP approximately by February 14, 2020.

More Information:
- For detailed information contact April Gunderson at agunderson@srtc.org or (509) 343-6378.
To: SRTC Transportation Technical Committee
From: Eve Nelson, Senior Transportation Planner
Topic: Funding Opportunities for SRTC Priority List Projects

Requested Action
Recommend Board approval to award available contingency funds for Priority Projects.

Key Points:

- SRTC and TIP Working Group have been working on recommending programming of SRTC funds to the TTC and Board for projects that are available through deobligations, project closures and increased allocations; see Table 1.

- The SRTC Priority Project List (most recently approved by the Board on September 12, 2019), the approved Contingency List Process, and the TIP Guidebook Policies direct the process.

- An additional consideration is SRTC is required to meet federal funding targets each year by August 1st or risks losing funding. Therefore, programming must be balanced accordingly. Opportunities are also available for SRTC to secure additional funds at the end of the federal fiscal year if additional projects can deliver.

- Consideration of the policies, the interrelationship of project funding needs, project timing, and completing phases and/or completing projects while meeting funding targets has resulted in a list of projects for consideration; see Table 2.

- On December 12, the SRTC Board of Directors will be asked to provide a decision on how to proceed with programming available funds for Priority Project List projects.

Board/Committee Discussions:
This item was presented for information and discussion at the October 23 TTC meeting. Preliminary discussions were also held at the September and October SRTC Board meetings regarding available funds, priority projects and projects needing additional financial support.

Public Involvement:
Projects in the Transportation Improvement Program (TIP) have been through a formal public comment process. New projects will be subject to an additional public comment process.

Supporting Information/Implications
TIP Guidebook Policy 6.5.1 directs SRTC staff to provide a recommendation to the SRTC Board on how to best utilize leftover SRTC regional funds. This recommendation will be reviewed and
discussed with the TTC prior to going to the Board. This includes using the approved Priority Project list and contingency fund process as approved by the Board, see **Attachments 1 and 2** respectively. The amount of funding projected to be available is based on best available information; see Table 1. Note that some funding sources are flexible, and some are limited in their use.

**Table 1 Projected Contingency Funds Available**

<table>
<thead>
<tr>
<th>Approximate Amount</th>
<th>Type of Funding</th>
<th>Obligation Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3,500,000</td>
<td>Surface Transportation Block Grant (STBG) (Flexible Use)</td>
<td>2021-2023</td>
</tr>
<tr>
<td>$500,000</td>
<td>Surface Transportation Block Grant-Set Aside (STBG-SA) (Bicycle &amp; Pedestrian Use)</td>
<td>2022-2023</td>
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<tr>
<td>$3,000,000</td>
<td>Congestion Mitigation Air Quality (CMAQ) (Must Provide Quantifiable Air Quality Benefits)</td>
<td>2023</td>
</tr>
<tr>
<td>$1,470,000</td>
<td>Highway Infrastructure Program (HIP) (Highways and Bridges)</td>
<td>by July 2022</td>
</tr>
</tbody>
</table>

Through requests from, and coordination with local jurisdictions, the following list of projects in Table 2 are being considered for STBG, STBG-SA and HIP funding opportunities. Per policy, projects are being considered based on project delivery timing, funding needs and leveraging other funding opportunities. Project locations are illustrated on following pages.

**Table 2 Priority Projects Under Consideration for Funding**

<table>
<thead>
<tr>
<th>Priority Project List Rank</th>
<th>Project Title</th>
<th>Phase</th>
<th>Funding Partners</th>
<th>2018 SRTC Call for Project Awards</th>
<th>Obligation Year/Draft Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Thor/ Freya Couplet Reconstruction: Hartson to Sprague</td>
<td>Construction</td>
<td>City of Spokane</td>
<td>Partially Funded</td>
<td>2022-2023 $955,000 STBG</td>
</tr>
<tr>
<td>12</td>
<td>Bigelow/Forker Project 6: New Roadway Alignment</td>
<td>Construction</td>
<td>Spokane County TIB application in process</td>
<td>Partially Funded</td>
<td>2021-2022 $1,270,000 STBG</td>
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<tr>
<td>14</td>
<td>Five Mile Park and Ride Study</td>
<td>Study</td>
<td>Spokane Transit</td>
<td>No Award</td>
<td>2021 $200,000 STBG</td>
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<tr>
<td>17</td>
<td>Argonne Road Reconstruction</td>
<td>Construction</td>
<td>City of Spokane Valley TIB application in process</td>
<td>No Award</td>
<td>2021 $2,469,000 HIP&amp; STBG</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Description</td>
<td>Category</td>
<td>Awarded To</td>
<td>Award Amount</td>
<td>Source</td>
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<tr>
<td>44</td>
<td>Greta to Whitworth Bike Route</td>
<td>Construction</td>
<td>Spokane County</td>
<td>No Award</td>
<td>$299,300 CMAQ</td>
</tr>
<tr>
<td>48</td>
<td>Wilbur Sidewalk</td>
<td>PE, RW Construction</td>
<td>City of Spokane Valley</td>
<td>No Award</td>
<td>$500,000 STBG-SA</td>
</tr>
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</table>

Based the remaining contingency funds available from the priority project list that are unfunded, and timing, a supplementary programming process may be recommended.

**More Information:**
- See Attachment 1: SRTC Project Priority List
- See Attachment 2: SRTC Contingency List Process
- For detailed information contact: Eve Nelson at enelson@srtc.org or at (509)343-6370.
Bigelow/Forker Project 6, Spokane County

Five Mile Park & Ride (Mobility Hub) Study Area-Vicinity Map, STA in the City of Spokane
### 2019 SRTC Regional Project Priority List (Contingency List)

Board Approved 9/12/19  
(From 2018 Call for Projects Prioritization)

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project #</th>
<th>Project Name</th>
<th>Requested</th>
<th>STBG</th>
<th>CMAQ</th>
<th>STBG Set-Aside</th>
<th>HIP</th>
<th>Small Towns- min</th>
<th>AWARD</th>
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<td>1</td>
<td>1</td>
<td>Supplement to Henry Road Overpass ROW Preservation-Opportunity Project</td>
<td>$1,566,000</td>
<td>$12,670,000</td>
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<td>3,100,000</td>
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<td>2</td>
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<td>Bigelow Gulch Project 6</td>
<td>$1,565,000</td>
<td>$165,000</td>
<td>$1,403,000</td>
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<td>Thor-Freya Couplet</td>
<td>$8,119,105</td>
<td>$530,000</td>
<td>$5,684,000</td>
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<td>Commute Trip Reduction</td>
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Dotted=partially funded, Strikethrough=removed by juris for consideration, Shaded=Funded
2019 SRTC Contingency Process and List

At the November 2018 Board meeting, the SRTC Board selected a 2018 Prioritized List of projects to fund with 2020-2023 regional allocations of the Surface Transportation Program Block Grant (STBG) and 2021-2023 Congestion Mitigation Air Quality (CMAQ) funds. As the prioritized list includes all funding sources and many partially funded projects, SRTC Staff and the TTC discussed ways to establish a contingency list process using the new 2018 Prioritized List (see Attachment) to establish a predictable process yet maintain responsiveness to project changes. The recommended process was to seek to balance regional priority with the need to be nimble in utilizing funding quickly. The 2018 Prioritized list is now the 2019 Contingency List.

Approved Process, March 14, 2019 Board meeting:
- Use the 2018 Prioritized List as the 2019 Contingency List.
- SRTC Staff will bring a draft recommendation for TTC consideration based on the criteria below.
- The TTC will make a recommendation to the Board using the same criteria below.

Criteria:
- Evaluate the technical requirements of the funding source for the project on 2019 Contingency List and amount of funding that is available;
- Identify from the 2019 Contingency List projects that meet such requirements;
- Review project readiness from the above identified projects to maximize project delivery;
- Review the capability of available funding to complete a project or phase; and
- Recommend a project or projects for Board approval.
To: Transportation Technical Committee  
From: Eve Nelson, Senior Transportation Planner  
Topic: Election of CY 2020 TTC Officers

Requested Action:
Election of the TTC Chair and Vice-Chair positions to serve for calendar year (CY) 2020.

Key Points:
- TTC Bylaws state that the TTC shall annually select and recommend to the Board of Directors a member to act as TTC Chair and a member to act as TTC Vice-chair for a one-year term. It also states that the Chair and Vice-Chair cannot be from the same agency.
- The current Chair and Vice-Chair assumed their positions in August 2019 due to the departure of the former Chair, who was elected in November 2018.
- A history of past year’s Chair and Vice-Chair appointments going back to 2005 can be found in Attachment 1.
- Duties for the Chair and Vice Chair are described in the 2012 SRTC Advisory Committee Bylaws and Procedures document, see Attachment 2.

Board/Committee Discussions:
None.

Public Involvement:
This is the first time the election of 2020 TTC Officers has been discussed in a public meeting.

Supporting Information/Implications:
The TTC Chair will preside over TTC meetings and be responsible for communicating to the Board of Directors and SRTC staff on matters directed by Board of Directors or TTC. The TTC Vice-Chair will perform all duties of the Chair during his or her absence. In the event that the Chair vacates his/her position, the Vice-Chair fulfills the Chairs duties. As an ex-officio member of the Board of Directors, the TTC Chair or Vice-Chair shall make every attempt to attend of SRTC Board meetings. When serving at the SRTC Board of Directors meeting, the TTC Chair is representing the TTC, not the agency of which he or she is employed.

To align with the new SRTC Board of Directors appointments, once selected, the new TTC officers will be immediately seated at the December 18, 2019 meeting so they may represent the TTC at the January 9, 2020 Board meeting.
More Information:
- Attachment 1: TTC Rotation
- Attachment 2: SRTC Advisory Committee Bylaws and Procedures
- For detailed information contact: Eve Nelson at (509)343-637 or enelson@srtc.org
## Transportation Technical Committee Officer Rotation

<table>
<thead>
<tr>
<th>Year</th>
<th>Chair</th>
<th>Agency/Jurisdiction</th>
<th>Vice Chair</th>
<th>Agency/Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019*</td>
<td>Karl Otterstrom</td>
<td>Spokane Transit Authority</td>
<td>Adam Jackson*</td>
<td>City of Spokane Valley</td>
</tr>
<tr>
<td>2019**</td>
<td>Sean Messner</td>
<td>Spokane County</td>
<td>Karl Otterstrom**</td>
<td>Spokane Transit Authority</td>
</tr>
<tr>
<td>2018</td>
<td>Mike Tedesco</td>
<td>Spokane Tribe of Indians</td>
<td>Sean Messner</td>
<td>Spokane County</td>
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<td>2017</td>
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<td>Mike Tedesco</td>
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<tr>
<td>2016</td>
<td>Heleen Dewey</td>
<td>Spokane Reg. Health Dist.</td>
<td>Brandon Blankenagel</td>
<td>City of Spokane</td>
</tr>
</tbody>
</table>

* August – current  
** January - July
SRTC Advisory Committee
Bylaws and Procedures

Final – SRTC Board approved on October 11, 2012
BACKGROUND

The Spokane Regional Transportation Council (SRTC) is a Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC is responsible for conducting the federally designated metropolitan transportation planning process.

The planning process is required to be collaborative, continual and comprehensive while bringing together a forum of transportation agencies/organizations, elected officials, transportation advocates/experts and the general public. The process and forum address the region’s short and long term transportation vision and needs, then identifies how to implement the Spokane region’s priorities by allocating federal, and in some cases, state, transportation funds to projects.

Three required documents are produced by SRTC at regular intervals: the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). In addition to producing the three aforementioned documents, SRTC also certifies concurrence with the Growth Management Act (GMA), develops a Congestion Management Process, conducts regional travel demand and air quality conformity modeling, and various sub-area studies and modal plans as needed.

SRTC’s Board is the policy decision-making body for the purpose of carrying out the transportation planning and programming processes in the Spokane Region. The membership structure of the SRTC Board is developed through interlocal agreement of local governments and other interested parties established to perform the functions of a MPO and RTPO. The Board consists of elected officials, agency representatives and citizens.

Per the 2010 SRTC interlocal agreement: “The SRTC has the power to create committees as necessary, to advise the Board on regional transportation related matters. At a minimum this shall include:

a.) The Transportation Advisory Committee (TAC) whose composition and responsibilities shall be defined by the Board.
b.) The Transportation Technical Committee (TTC) whose composition and responsibilities shall be defined by the Board.”

Both the TTC and the TAC respond to requests and direction from the Board in collaboration with staff to advise the Board on Regional transportation related matters. The Committees provide input and recommendations on development of SRTC’s plans, programs and projects.
RULES COMMON TO ALL SRTC ADVISORY COMMITTEES

MEETINGS
SRTC advisory committees shall meet on a regularly scheduled basis, typically monthly, and at such other times as directed by their respective chair or SRTC’s Board. All meeting dates shall be issued to the general public as described in SRTC’s Public Involvement Policy.

QUORUM
A quorum is a simple majority of committee members. No advisory committee shall take action without a quorum.

The Vice-Chair shall serve as Chair in the absence of the Chair and shall report recommendations to the SRTC Board in the absence of the Chair. The Vice-Chair will not serve as a voting member of the SRTC Board in the absence of the Chair.

SUB-COMMITTEES
The Chair of an SRTC advisory committee may appoint and establish sub-committees composed of members and non-members to carry out the functions of the general committee. Membership on sub-committees shall not include a quorum of the advisory committee. To encourage broad regional discussion, SRTC advisory committees may, on occasion, form joint sub-committees.

ADMINISTRATIVE SUPPORT
SRTC staff shall provide administrative support to SRTC advisory committees.

MINUTES
Minutes for all SRTC advisory committees will be taken and distributed by SRTC staff. Approved minutes will be posted on the SRTC website.

AGENDA
An agenda should be provided in advance of each meeting. Staff coordinates with the committee Chair to develop the agenda. Each agenda should include an item calling for future agenda items.

RULES OF ORDER AND MOTION PROCEDURES
Current informal practice encourages regional discussion and collaboration. Roberts Rules of Order will be followed when clarification is required on rules of order and/or motion procedures.

Transportation Technical Committee (TTC)
There are multiple purposes of the TTC; to 1.) provide a technical planning and engineering perspective on behalf of member agencies; 2.) provide a forum for regional coordination among member agencies; and 3.) provide input on the programming of projects, the development of plans and policies impacting the regional transportation system and 4.) other activities as directed by the SRTC Board.
MEMBERSHIP

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>REPRESENTATIVE(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Towns with fewer than 5,000 people*</td>
<td>1</td>
</tr>
<tr>
<td>City of Airway Heights</td>
<td>1</td>
</tr>
<tr>
<td>City of Cheney</td>
<td>1</td>
</tr>
<tr>
<td>City of Liberty Lake</td>
<td>1</td>
</tr>
<tr>
<td>City of Spokane</td>
<td>3</td>
</tr>
<tr>
<td>City of Spokane Valley</td>
<td>2</td>
</tr>
<tr>
<td>Spokane County</td>
<td>3</td>
</tr>
<tr>
<td>WSDOT Eastern Region</td>
<td>3</td>
</tr>
<tr>
<td>Spokane International Airport</td>
<td>1</td>
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<tr>
<td>Spokane Transit Authority</td>
<td>2</td>
</tr>
<tr>
<td>Spokane Regional Health District</td>
<td>1</td>
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<tr>
<td>Kalispel Tribe of Indians</td>
<td>1</td>
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<tr>
<td>Spokane Tribe of Indians</td>
<td>1</td>
</tr>
<tr>
<td>Spokane Regional Clean Air Agency</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>22</strong></td>
</tr>
</tbody>
</table>

*Rockford, Deer Park, Waverly, Fairfield, Spangle, Millwood, Latah, Medical Lake

Each agency shall appoint its representative(s) and alternate(s) in writing to the SRTC Executive Director. Each representative and alternate shall serve until changed by the appointing agency. Appointees should be technically competent, qualified and authorized to represent their agency’s transportation related planning issues, goals and policies. The intent is to draw the needed expertise from each agency which would be found in the transportation planning, land use planning, traffic, and/or public works arenas.

OFFICERS

The TTC shall annually select and recommend to the SRTC Board one of its members to act as Chair and one as Vice-Chair for terms of one year. The SRTC Board will appoint the TTC Chair at a regularly scheduled meeting. The TTC shall recommend its Chair and Vice-Chair in such a way that no one participating agency is filling both positions at the same time. The selection shall be made no later than November of each year for the following calendar year.

The TTC Chair shall preside over all TTC meetings. The TTC Chair shall be responsible for communicating to the Board and Agency on matters as may be directed by the TTC and shall further perform other duties as may be requested by the TTC. The TTC Vice-Chair shall perform all duties of the TTC Chair during the absence of the TTC Chairman. In the event the Chair vacates his/her position, and the Vice Chair fulfills the Chairs duties, the Vice Chair still remains eligible to serve an additional term as Chair. As an Ex-officio member of the SRTC Board, the TTC Chair or TTC Vice-Chair shall make every attempt to attend all meetings of the SRTC Board.
ATTENDANCE
Member of the TTC are expected to attend all regularly scheduled committee meetings and notify the TTC Chair or SRTC staff in advance of an absence.

If the member or designated alternate are unable to attend a meeting, the member can appoint a temporary alternate for that meeting by notifying the TTC Chair or SRTC staff.

Transportation Advisory Committee (TAC)
The primary focus of the TAC is to provide transparency and a community perspective. The TAC is responsible for advising the SRTC Board regarding plans, programs and activities to determine consistency with current policies of SRTC; makes recommendations on regional transportation policies; and other activities as directed by the SRTC Board.

MEMBERSHIP
Members will be appointed by the SRTC Board. The Transportation Advisory Committee shall consist of not more than 13 members comprised as follows:

Members shall be chosen from those who are willing to serve, none of whom shall be elected officials or members of the SRTC Board. A diverse makeup of TAC members is desired. TAC Members will represent the general public and groups including, but not limited to, people with disabilities, senior citizens, youth, the business and freight moving communities, traditional automobile users and advocates for non-motorized transportation or public transit. Members should be able to demonstrate an interest in transportation policy and be geographically diverse.

Each TAC member shall be “transportation and/or land use planning/development literate.” Literate means being able to read and understand fundamentals of land use and transportation planning as established in the Revised Code of Washington.

TERMS
TAC members shall be appointed by the SRTC Board for three-year terms and may be appointed to a second term upon application and vote of the Board.

OFFICERS
The Committee shall recommend by majority vote the Committee Chair and Vice-chair to the SRTC Board for approval. The Chair will represent the TAC on the SRTC Board.

Officers will be elected for a one (1) year term, with eligibility for election to an additional one-year term. The Vice-Chair may become the Chair upon completion of the Chair’s term or vacation for any reason. In the instance the Chair vacates his/her position, and the Vice Chair takes it over, the Vice Chair may serve out the remainder of the Chair’s term and remains eligible to serve an additional term as Chair.
ATTENDANCE
Members shall be able and willing to attend meetings of the TAC on a regular basis. Those who miss 25% of regularly scheduled meetings in a calendar year will have their participation reviewed by the Committee Chair.

VOTING
In the event that a majority is not present, or action is required in a timely manner that does not permit postponement to the next scheduled meeting, Committee members will be asked to participate in an electronic vote via email. All TAC members will be requested to cast a vote in the event of electronic votes. As with all other votes, electronic votes must be adopted by a favorable vote of a majority of Committee members. Each voting member shall be able to view the votes of other members.
Census 2020 will determine how billions of Federal funds are distributed, the number of seats we have in Congress, where critical infrastructure is provided and much more. Get involved:
Alex Panagotacos ~ apanagotacos@innovia.org ~ 509-624-2606

SPOKANECENSUS.ORG
50 Ways Census Data Are Used

- Decision making at all levels of government.
- Drawing federal, state, and local legislative districts.
- Attracting new businesses to state and local areas.
- Distributing over $300 billion in federal funds and even more in state funds.
- Forecasting future transportation needs for all segments of the population.
- Planning for hospitals, nursing homes, clinics, and the location of other health services.
- Forecasting future housing needs for all segments of the population.
- Directing funds for services for people in poverty.
- Designing public safety strategies.
- Development of rural areas.
- Analyzing local trends.
- Estimating the number of people displaced by natural disasters.
- Developing assistance programs for American Indians and Alaska Natives.
- Creating maps to speed emergency services to households in need of assistance.
- Delivering goods and services to local markets.
- Designing facilities for people with disabilities, the elderly, or children.
- Planning future government services.
- Planning investments and evaluating financial risk.
- Publishing economic and statistical reports about the United States and its people.
- Facilitating scientific research.
- Developing “intelligent” maps for government and business.
- Providing proof of age, relationship, or residence certificates provided by the Census Bureau.
- Distributing medical research.
- Reapportioning seats in the House of Representatives.
- Planning and researching for media as backup for news stories.
- Providing evidence in litigation involving land use, voting rights, and equal opportunity.
- Drawing school district boundaries.
- Planning budgets for government at all levels.
- Spotting trends in the economic well-being of the nation.
- Planning for public transportation services.
- Planning health and educational services for people with disabilities.
- Establishing fair market rents and enforcing fair lending practices.
- Directing services to children and adults with limited English language proficiency.
- Planning urban land use.
- Planning outreach strategies.
- Understanding labor supply.
- Assessing the potential for spread of communicable diseases.
- Analyzing military potential.
- Making business decisions.
- Understanding consumer needs.
- Planning for congregations.
- Locating factory sites and distribution centers.
- Distributing catalogs and developing direct mail pieces.
- Setting a standard for creating both public and private sector surveys.
- Evaluating programs in different geographic areas.
- Providing genealogical research.
- Planning for school projects.
- Developing adult education programs.
- Researching historical subject areas.
- Determining areas eligible for housing assistance and rehabilitation loans.
The Counting for Dollars 2020 Project aims to understand 1) the extent to which the federal government will rely on data from the 2020 Census to guide the distribution of federal funding to states, localities, and households across the nation and 2) the impact of the accuracy of the 2020 Census on the fair, equitable distribution of these funds.

The project has analyzed spending by state for 55 federal programs ($883,094,826,042 in FY2016). Three types of programs are analyzed:

- **Domestic financial assistance programs** provide financial assistance – including direct payments to individuals, grants, loans, and loan guarantees – to non-federal entities within the U.S. – such as individuals and families, state and local governments, companies, and nonprofits – in order to fulfill a public purpose.

- **Tax credit programs** allow a special exclusion, exemption, or deduction from gross income or provide a special credit, a preferential rate of tax, or a deferral of tax liability.

- **Procurement programs** award a portion of Federal prime contract dollars to small businesses located in areas selected on the basis of census-derived data.

The four uses of census-derived datasets to geographically allocate funding are:

- **Define eligibility criteria** — that is, identify which organizations or individuals can receive funds.

- **Compute formulas** that geographically allocate funds to eligible recipients.

- **Rank project applications** based on priorities (e.g., smaller towns, poorer neighborhoods).

- **Set interest rates** for federal loan programs.

The two categories of census-derived datasets are:

- **Geographic classifications** — the characterization (e.g., rural), delineation (e.g., Metropolitan Areas), or designation (e.g., Opportunity Zones) of specific geographic areas.

- **Variable datasets**
  - **Annual updates** of population and housing variables collected in the Decennial Census.
  - **Household surveys** collecting new data elements (e.g., income, occupation) by using the Decennial Census to design representative samples and interpret results.

Reports of the Counting for Dollars 2020 Project:

- **Report #1:** Initial Analysis: 16 Large Census-guided Financial Assistance Programs (August 2017)*

- **Report #2:** Estimating Fiscal Costs of a Census Undercount to States (March 2018)*

- **Report #3:** Role of the Decennial Census in Distributing Federal Funds to Rural America (December 2018)*

- **Report #4:** Census-derived Datasets Used to Distribute Federal Funds (December 2018)

- **Report #5:** Analysis of 55 Large Census-guided Federal Spending Programs (forthcoming)**

- **Report #6:** An Inventory of 320 Census-guided Federal Spending Programs (forthcoming)

* Data available by state
** Source for this state sheet
## COUNTING FOR DOLLARS 2020:

### WASHINGTON

Allocation of Funds from 55 Large Federal Spending Programs
Guided by Data Derived from the 2010 Census (Fiscal Year 2016)

**Total Program Obligations:** $16,676,186,274

<table>
<thead>
<tr>
<th>Total Program Obligations</th>
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<tbody>
<tr>
<td><strong>$16,345,272,960</strong></td>
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### Financial Assistance Programs

<table>
<thead>
<tr>
<th>Program</th>
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<th>Obligations</th>
<th>Program</th>
<th>Dept.</th>
<th>Obligations</th>
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<tbody>
<tr>
<td>Medical Assistance Program (Medicaid)</td>
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<td>Community Facilities Loans/Grants</td>
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<td>Federal Direct Student Loans</td>
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<td>Supporting Effective Instruction State Grants</td>
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<td>Supplemental Nutrition Assistance Program</td>
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<td>Crime Victim Assistance</td>
<td>DOJ</td>
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<td>Medicare Suppl. Medical Insurance (Part B)</td>
<td>HHS</td>
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<td>CDBG Entitlement Grants</td>
<td>HUD</td>
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<td>Public Housing Capital Fund</td>
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<td>Federal Pell Grant Program</td>
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<td>Block Grants for the Prevention and Treatment</td>
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<td>Section 8 Housing Choice Vouchers</td>
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<td>Water and Waste Disposal Systems for Rural Communities</td>
<td>USDA</td>
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<td>Temporary Assistance for Needy Families</td>
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<td>Social Services Block Grant</td>
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<td>Very Low to Moderate Income Housing Loans</td>
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<td>Rural Rental Assistance Payments</td>
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<td>Title I Grants to LEAs</td>
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<td>Supporting Effective Instruction State Grants</td>
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<td>State Children’s Health Insurance Program</td>
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<td>Career and Technical Education - Basic Grants</td>
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<td>National School Lunch Program</td>
<td>USDA</td>
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<td>Homeland Security Grant Program</td>
<td>DHS</td>
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<td>Special Education Grants</td>
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<td>$230,436,683</td>
<td>WIOA Dislocated Worker Grants</td>
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<td>$20,083,489</td>
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<td>Section 8 Housing Assistance Payments Program</td>
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<td>$94,646,688</td>
<td>HOME</td>
<td>HHS</td>
<td>$19,035,891</td>
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<td>Federal Transit Formula Grants</td>
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<td>State CDBG</td>
<td>HHS</td>
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<td>Head Start</td>
<td>HHS</td>
<td>$185,682,699</td>
<td>WIOA Youth Activities</td>
<td>DOL</td>
<td>$19,035,891</td>
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<tr>
<td>WIC</td>
<td>USDA</td>
<td>$149,191,000</td>
<td>WIOA Adult Activities</td>
<td>DOL</td>
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<td>Title IV-E Foster Care</td>
<td>HHS</td>
<td>$86,876,649</td>
<td>Employment Services/Wagner-Peyser</td>
<td>DOL</td>
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<td>Health Care Centers</td>
<td>HHS</td>
<td>$125,908,671</td>
<td>Community Services Block Grant</td>
<td>HHS</td>
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<td>School Breakfast Program</td>
<td>USDA</td>
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<td>Special Programs for the Aging, Title III, Part C, Title III, Part P</td>
<td>HHS</td>
<td>$13,844,851</td>
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<td>Rural Electrification Loans and Loan Guarantees</td>
<td>USDA</td>
<td>$30,782,000</td>
<td>Cooperative Extension Service</td>
<td>USDA</td>
<td>$6,812,636</td>
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<td>Public and Indian Housing</td>
<td>HUD</td>
<td>$45,835,000</td>
<td>Native Amer. Employment &amp; Training</td>
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<td>Low Income Home Energy Assistance</td>
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<td>Child and Adult Care Food Program</td>
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<td>Vocational Rehabilitation Grants to the States</td>
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<td>Low Income Housing Tax Credit</td>
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<td>Child Care Mandatory and Matching Funds</td>
<td>HHS</td>
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<td>New Markets Tax Credit</td>
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<td>Unemployment Insurance Administration</td>
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<td>Federal Transit - Capital Investment Grants</td>
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<td>Child Care and Development Block Grant</td>
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<td>HUBZones Program</td>
<td>SBA</td>
<td>$42,030,701</td>
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<td>Adoption Assistance</td>
<td>HHS</td>
<td>$39,864,241</td>
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</tbody>
</table>

### Federal Tax Expenditures

- **Federal Tax Expenditures:** $288,882,613
- **Federal Procurement Programs:** $42,030,701

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*Prepared by Andrew Reamer, the George Washington Institute of Public Policy, the George Washington University. Spending data analysis provided by Sean Moulton, Open Government Program Manager, Project on Government Oversight. | January 30, 2019

*Note:* The sequence of the above programs is consistent with U.S. rank order by program expenditures. (See U.S. sheet in series.)

# Spokane County Complete Count Committee

## Hard to Count Groups & Low Response Tracts

*Revised 10-30-19*

### Hard to Count Groups

<table>
<thead>
<tr>
<th>Group</th>
<th>Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>Young children</td>
<td>Undocumented immigrants</td>
</tr>
<tr>
<td>Highly mobile persons</td>
<td>Persons who distrust the government</td>
</tr>
<tr>
<td>Racial and ethnic minorities</td>
<td>LGBTQ persons</td>
</tr>
<tr>
<td>Non-English speakers</td>
<td>Persons with mental or physical disabilities</td>
</tr>
<tr>
<td>Low income persons</td>
<td>Persons who do not live in traditional housing</td>
</tr>
<tr>
<td>Persons experiencing homelessness/houseless</td>
<td>Rural communities</td>
</tr>
</tbody>
</table>

### Low Response Tracts

| Tract 138: Fairchild                          | Tract 117.02: Millwood          |
| Tract 24: W Central/N Riverfront              | Tract 30: East Central          |
| Tract 36: Browne’s Addition                   | Tract 145: East Central-I90    |
| Tract 25: Logan/GU                            | Tract 14: Logan/Nevada Heights  |
| Tract 35: Logan/GU                            | Tract 26: Chief Garry           |
| Tract 140.01: Cheney                          | Tract 40: Cliff/Cannon          |
| Tract 140.02: Cheney                          | Tract 32: Cliff/Cannon          |
| Tract 108: Whitworth U                        | Tract 111.01: Nevada/Lidgerwood |
| Tract 4: Nevada/Lidgerwood                    | Tract 119: Spokane Valley/Opportunity |
| Tract 21: Emerson/Garfield/W Central          | Tract 2: Hillyard               |
| Tract 20: Garfield                            | Tract 16: Hillyard              |
| Tract 137: West Hills/Airway Heights          | Tract 111.02: Orchard Prairie   |
| Tract 104.01: Airway Heights                  |                                 |

View ROAM Map: [https://www.census.gov/roam](https://www.census.gov/roam)

View OFM Map: [https://ofm.wa.gov/sites/default/files/public/databe/search/pop/census/2020/htcmaps/c000trv01.html](https://ofm.wa.gov/sites/default/files/public/databe/search/pop/census/2020/htcmaps/c000trv01.html)

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