

GCB 3476

INTERLOCAL AGREEMENT

This Interlocal Agreement ("Agreement") is entered into by and between the West Plains Airport Area Public Development Authority d/b/a S3R3 Solutions, a Washington State quasi-municipal corporation created pursuant to RCW 35.21.730 - .755 ("S3R3" or the "Local Agency") and Washington State Department of Transportation, ("WSDOT"); hereinafter referred to individually as a "Party" or collectively as the "Parties."

RECITALS

- A. The purpose of this Agreement is to set forth provisions whereby WSDOT will reimburse the Local Agency for costs and fees associated with the Project, as defined in Exhibit A's draft scope of work, and in return receive various work products agreed upon and defined within this Agreement.
- B. The Local Agency is a quasi-municipal corporation created pursuant to RCW 35.21.730 - .755 and has the statutory authority to engage in economic development activities within certain defined geographic boundaries.
- C. The Local Agency is taking the lead on hiring an outside consultant to complete a transportation study of the area bounded by the urban growth boundary south of I-90; Brooks Road to the west; Deno/Trails Road to the north; and Highway 2 and I-90 to the east. The area this project covers is shown on Exhibit A's Appendix B.
- D. WSDOT will benefit from the data and analysis undertaken in the Project.

NOW, THEREFORE, by virtue of RCW 39.34, the above recitals that are incorporated herein as if fully set forth below, and the attached Exhibit A that is included herein by this reference, and in consideration of the provisions, terms, conditions, and performances contained herein, or attached hereto and incorporated and made part hereof,

IT IS MUTUALLY AGREED AS FOLLOWS:

- 1. **Responsibilities of WSDOT.**
Pursuant to the terms and conditions contained in Section 3 below, WSDOT shall reimburse the Local Agency monthly for the actual direct and related indirect cost minus the WSDOT indirect cost rate of the Work up to Two Hundred Sixty Thousand Three Hundred and Ten Dollars And Zero Cents (\$260,310.00).
- 2. **Responsibilities of the Local Agency.**
 - 2.1 The Local Agency shall undertake the process of advertising, selecting and working with an outside third-party vendor who will serve as a qualified consultant or consulting team

to prepare the West Plains Transportation Network Plan (the “WPTNP”) for key stakeholder agencies. The outcome of this Project is a capital plan that the Local Agency and other agencies can use to advance transportation improvements throughout the West Plains.

- 2.2 The Local Agency agrees to pay or arrange for the payment of all costs in excess of Two Hundred Sixty Thousand Three Hundred and Ten Dollars and Zero Cents (\$260,310.00) necessary to complete the Project.
- 2.2 The Local Agency shall submit a summary report at the close of the Project detailing what was delivered.
- 2.3 The Local Agency shall attempt to spend all funds by June 30, 2022. If this cannot be accomplished, justification as to why this cannot be accomplished shall be sent to WSDOT.
- 2.4 The Local Agency shall allow WSDOT participation in the following ways:
 - 2.4.1 The Local Agency shall include provisions in its contract with the vendor selected to perform the work of the Project that provides for WSDOT participation in the development and concurrence with the study, scope of work, analysis methodology, and development study outcomes as a key stakeholder.
 - 2.4.2 WSDOT shall be involved in the consultant selection process.
 - 2.4.3 WSDOT representative(s) shall serve on the Executive Committee and the Technical Advisory Group in order to ensure alignment with Federal Highway Administration and Washington State Department of Transportation policies and design standards.
 - 2.4.4 All emerging outcomes on state facilities require WSDOT and/or Federal Highway Administration review and concept and/or strategy concurrence prior to adoption in the final study.

3. Reimbursement Criteria.

- 3.1 The Local Agency agrees to invoice WSDOT and provide supporting documentation for all charges, and WSDOT agrees to pay the Local Agency within thirty (30) days of receipt of an invoice.
- 3.2 Payments to the Local Agency shall not be made more frequently than once per month.
- 3.3 A partial payment will not constitute agreement as to the appropriateness of any item and that, at the time of final invoice, the Parties will resolve any discrepancies.
- 3.4 All invoices shall be sent by the Local Agency to Charlene Kay, Eastern Region, 2714 N. Mayfair St, Spokane WA. 99207-2050.

4. Relationship of the Parties. It is understood that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other party. No joint venture, agent-principal relationship or partnership is formed as result of this Agreement. No employees or agents of one Party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees or agents of the other Party.

5. Term of Agreement. Unless otherwise provided herein, the term of this Agreement shall commence as of the date this Agreement is fully executed and shall continue until the Project is

completed and all Local Agency obligations for payment have been met, unless otherwise terminated pursuant to Section 6.

6. Termination.

- 6.1 Neither WSDOT nor the Local Agency may terminate this Agreement without the written concurrence of the other Party.
- 6.2 Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

7. Dispute Resolution.

- 7.1 The Parties agree that any and all disputes, claims and controversies, following attempted resolution in good faith by the Parties, arising out of or relating to this Agreement shall be submitted to a mediator selected by both Parties for mediation pursuant to this section.
- 7.2 Mediation. Either Party may commence mediation by providing the other Party with a written request for mediation, setting forth the matter in dispute and the relief requested. The Parties agree to cooperate with one another in selecting a mediator and scheduling mediation proceedings. The Parties agree to participate in the mediation in good faith. The Parties shall bear equally all costs of the mediation between the Parties. If the Parties do not agree on a mediation service to conduct the mediation, the mediation shall be conducted in accordance with the Construction Industry Mediation Rules of the American Arbitration Association. All offers, promises, conduct and statements, whether written or oral, made in the course of mediation are confidential, privileged, and/or inadmissible for any purpose in any litigation or arbitration of the dispute, provided that evidence that is otherwise admissible or discoverable shall not be rendered inadmissible or non-discoverable as a result of its use in mediation.

8. Defense, Indemnification and Hold Harmless.

- 8.1 The Local Agency hereby agrees to indemnify and hold harmless WSDOT, its officers, and employees from any and all claims, actions, causes of action, judgments, or liens occasioned by or arising out of the Local Agency's negligence or the Local Agency's failure to comply with applicable laws in the Local Agency's performance of this Agreement (except for any willful misconduct or negligence of WSDOT and except for matters for which WSDOT has agreed to indemnify the Local Agency hereunder) and to defend for and on behalf of WSDOT, its officers and employees, at its own expense, any such claim or cause of action, and, in the event of recovery thereon, to pay any judgment or lien arising therefrom, including any and all costs as a part thereof. This indemnification and waiver shall survive the termination of this Agreement.
- 8.2 WSDOT hereby agrees to indemnify and hold harmless the Local Agency, its officers and employees from any and all claims, actions, causes of action, judgments or liens occasioned by or arising out of WSDOT's negligence or WSDOT's failure to comply with applicable laws in WSDOT's performance of this Agreement (except for any willful misconduct or negligence of WSDOT and except for matters for which the Local Agency has agreed to indemnify WSDOT hereunder), and to defend for and on behalf of the Local Agency, its officers and employees, at its own expense, any such claim or cause of action, and, in the event of recovery thereon, to pay any judgment or lien arising

therefrom, including any and all costs as a part thereof. This indemnification and waiver shall survive the termination of this Agreement.

- 8.3 The Local Agency specifically and expressly and by mutual agreement waives any immunity that may be granted it under the Industrial Insurance Act, Title 51 RCW. Further, the defense and indemnification obligation under this Agreement shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable to or for any third-party under workers' compensation acts, disability benefits acts, or other employee benefits acts; provided, the Local Agency's waiver of immunity by the provisions of this Section extends only to claims against the Local Agency by WSDOT, and does not include, or extend to, any claims by the Local Agency's employees directly against the Local Agency.
- 8.4 Pursuant to state law, the Parties expressly understand and agree that any obligation or liability arising out of and/or incurred by the Local Agency by reason of this Agreement, or the carrying out of any activity in connection therewith, shall be satisfied exclusively from the assets and credit of the Local Agency, and no creditor or any other person or entity shall have any recourse to any of the assets, credit, or services of WSDOT on account of any debts, obligations, or liabilities of the Local Agency. No member of the Board, other officer, employee or agent of the Local Agency shall be individually and personally liable on any obligation assumed by the Local Agency by this Agreement, nor shall any Board member, other officer, employee or agent be individually and personally liable on any obligation assumed by WSDOT by this Agreement.

9. Miscellaneous.

- 9.1 Non-Waiver. No waiver by either party of any of the terms of this Agreement shall be construed as a waiver of the same or other rights of that party in the future.
- 9.2 Headings. Headings are inserted for convenience of reference only and are not to be deemed part of or to be used in construing this Agreement.
- 9.3 Entire Agreement. This Agreement contains the entire understanding of the Parties. No representation, promises, or agreements not expressed herein have been made to induce either party to sign this Agreement.
- 9.4 Modification. No modification or amendment to this Agreement shall be valid until put in writing and signed with the same formalities as this Agreement.
- 9.5 Assignment. This Agreement shall be binding upon the Parties, their successors and assigns. Neither party may assign, transfer, or subcontract its interest in this Agreement without the written approval of the other party.
- 9.6 Severability. In the event any portion of this Agreement should become invalid or unenforceable, the rest of the agreement shall remain in full force and effect.
- 9.7 Compliance with Laws. The Parties shall observe all federal, state and local laws, ordinances and regulations, to the extent that they may be applicable to the terms of this Agreement.
- 9.8 Non-Discrimination. No individual shall be excluded from participation in, denied the benefit of, subjected to discrimination under, or denied employment in the administration

of or in connection with this Agreement because of age, sex, race, color, religion, creed, marital status, familial status, sexual orientation, national origin, the presence of any sensory, mental or physical disability, or use of a service animal by a disabled person.

- 9.9 Venue. This Agreement shall be under the laws Washington State. Any action at law, suit in equity or judicial proceeding regarding this Agreement, or any provision hereto, shall be instituted only in courts of competent jurisdiction within Spokane County, Washington.
- 9.10 Counterparts. This Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be an original, but such counterparts shall together constitute but one and the same.
- 9.11 Working days for this Agreement are defined as Monday through Friday, excluding Washington State holidays per RCW 1.16.050.
- 9.12 Calendar Day: Calendar day means any day on the calendar including Saturday, Sunday or a legal local, state, or federal holiday.

IN WITNESS WHEREOF, the Parties have executed this Agreement as to the last date signed below.

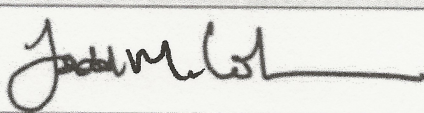

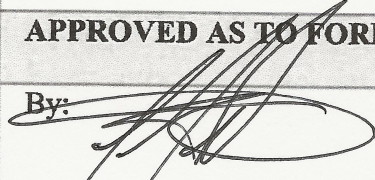
S3R3 SOLUTIONS	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
By: 	By:
Printed: Todd M Coleman, PE	Printed: Mike Gribner, P.E.
Title: Executive Director	Title: Regional Administrator
Date: 6.24.21	Date: 6/29/2021
APPROVED AS TO FORM	APPROVED AS TO FORM
By: 	By: 
Printed: Taodd Hume	Printed: James Nelson
Title: Legal Counsel for S3R3 Solutions	Title: Assistant Attorney General
Date: 6/24/21	Date: 25 June 2021

EXHIBIT A
(Draft Scope of Work)



GCB 3476 Exhibit A

1. INTRODUCTION

1.1 BACKGROUND, PURPOSE, TIMEFRAMES, HORIZON

Background

The West Plains region of Spokane County generally includes the relatively flat lands situated west of the City of Spokane. Generally depicted in Exhibit B, the geographic area is considered to extend from Cheney-Spokane Road and State Route 904 to the south, approximately Deno Road and Trails Road to the north, just east of the US 2/I-90 Interchange and then west from the City of Spokane to about Brooks Road. The region is managed by the Cities of Spokane, Airway Heights, Medical Lake, Cheney, the town of Four Lakes, rural and suburban areas of Spokane County, Fairchild Air Force Base, Spokane International Airport, and properties controlled by the Kalispel Tribe and Spokane Tribal of Indians.

This is one of the most essential regions of Spokane County. Fairchild Air Force Base is the fifth largest employer of Spokane County. Manufacturers such as Caterpillar, BF Goodrich, Exotic Metals and Amazon are thriving, soon to be joined by businesses such as Mullen Technologies, McKinstry, Puget Sound Pipe, North 40 Country Store, Selkirk Pharma, Kenworth, Douglass Industrial Park and many others. Spokane International Airport is central to the West Plains, experiencing increased activity annually due to progressive expansion of passenger service in response to a growing community. The Geiger Spur Transload facility is being developed to precipitate the next level of freight mobilities between our region and the rest of our nation through integration of heavy truck/freight, air, and rail shipment processes. The West Plains is also home to Eastern Washington University and Cheney School District, also notable employers for the region.

This is becoming one of the prominent entertainment centers of Spokane County, arguably for eastern and central Washington, with the expanding Kalispel and Spokane Tribe Casino properties attracting thousands daily. Both tribes plan to advance further entertainment, service, manufacturing, and residential development into their projects, respectively. Nearly a dozen communities along US Route 2, SR 902, SR 904, and I-90 look to this region for accessible goods and services, as provided by commercial centers such as Crosspoint Plaza (Walmart), Fairways Plaza, and Hayford Crossing. Hundreds of additional acres of retail and commercially zoned sites are platted along I-90 and U.S. Route 2 to provide enhanced services to the region, with permitted projects including North 40, Circle K, Bruchi's (recently opened), and Multi Care.

The West Plains has the largest percentage of greenfield and greyfield developable properties in the Spokane region. The region is comprised of small to large and affordable parcels appropriately zoned for large-scale industrial development. There is a demand for workforce housing that can be met through residential development in the West Plains, primarily north of Highway 2 and south of I-90. Workforce housing is critical to the West Plains to minimize commute times, maintain mode options, and reduce impacts to congestion on I-90.

Capital infrastructure is the primary challenge for expanding the West Plains. The extension of water, sewer, telecommunication, and power services improvements are actively being planned to address future

demands. Containment and treatment of stormwater runoff is a considerable issue in several areas of the West Plains. There is no centralized storm accommodation and development must utilize 30-percent of sites to mitigate the issue with individual systems. West Plains-Airport Area Public Development Authority (dba S3R3 Solutions) is in the process of developing regional facilities to preserve critical industrial land and provide for recharge while maintain a high level of runoff treatment. Finally, as is with most areas experience significant growth, transportation mobility is a challenge that must be addressed. Generally, there is an opportunity to improve transportation facilities by incorporating the following:

- 1) Construct future transportation system to respective agency design standards reflective of the Federal Functional Classification (FCC) designations (i.e., lane/shoulder widths, etc.).
- 2) Ensure Roadway geometrics and channelization is adequate for projected 2045 land use.
- 3) Improve active transportation and transit facilities (sidewalk, paths, bicycle lanes, and/or transit stops, etc.). Identify opportunities to integrate transit and active transportation into land use development projects.
- 4) Increase reliability at major intersection/interchange junctions between corridors.
- 5) Add network diversity sufficient to providing route alternatives and property access.
- 6) Incorporate stormwater management system/solution.

Currently, regional access to the West Plains is promoted via Highways and arterials that include (listed by name, number of primary through lanes, and highest functional classification):

- | | |
|--|---|
| ◆ Interstate 90, 4-lane interstate | ◆ Greenwood Road, 2-lane major collector |
| ◆ U.S. Route 2, 5-lane principal arterial | ◆ Grove Road |
| ◆ U.S. Route 195, 4-lane highway | ◆ Hallet Road, 2-lane major collector |
| ◆ State Route 902, 2-lane highway | ◆ Hayford Road, 2-lane minor arterial |
| ◆ State Route 904, 2-lane highway | ◆ Medical Lake-Four Lakes Rd, 2-lane major collector |
| ◆ Assembly Road, 2-lane major collector | ◆ Old Trails Road, 2-lane major collector |
| ◆ Brooks Road, 2-lane collector | ◆ Rambo Road, 2-lane minor collector |
| ◆ Cheney-Spokane Road, 2-lane major collector | ◆ Thorpe Road, 2-lane minor arterial |
| ◆ Craig Road, 2-lane major collector | ◆ Trails Road, 2-lane major collector |
| ◆ Electric Ave/53 rd Ave, 2-lane major collector | ◆ Geiger Boulevard, 2-lane minor arterial |
| ◆ 6 th /10 th /12 th , 3-lane urban collector | ◆ 18 th /21 st , 3-lane urban collector |
| | ◆ SLA Rail/Truck Transload st |

The plan will focus on these existing roads as the “backbone” of the transportation system from which, improvements and a future street network will be defined. The scope of work should reflect many of these as multimodal roads, as added to existing facilities or extended with new facilities. The study will integrate the collaboratively derived outcome of the West Plains Subarea Transportation Management Plan Phase 1- US 2. An element of this is coordination and inclusion of stormwater elements into design, as needed, to match the S3R3 master plan for the region and to consider the impacts of a future third runway at Spokane International Airport.

Purpose

S3R3 Solutions is publishing this Request for Qualifications (RFQ) to secure a qualified consultant or consulting team to prepare the West Plains Transportation Network Plan (WPTNP) for Key stakeholder agencies requiring an efficient transportation system in the West Plains Region of Spokane County, Washington to further economic development. In summary, the purpose of this plan is to:

- a. Review and integrate the past studies prepared by various agencies over the years (see Appendix A).
- b. Review and reflect Comprehensive Planning from agencies to identify currently planned roadways with the West Plains.
- c. Facilitate input from the key stakeholders to frame the transportation needs in the West Plains.
- d. Review existing land use projections, identify gaps.
- e. Update and supplement land use projections to 2045 planning horizon. Develop 2045 forecasts for the West Plains using market-based land use in alignment with recently completed market base in the I-90 US 195, West Plains Subarea US2 Phase 1, and Spokane Regional Transportation Council (SRTC) Metropolitan Transportation Plan.
- f. Complete transportation system performance analyses including but not limited to capacity, operations, and safety.
- g. Analyze the impact of development on the Medical Lake, Geiger and US 2 interchanges on Interstate 90.
- h. Identify transportation improvements for the network into short term and long-term improvements. Including impacts to Interstate 90. Solutions shall evaluate multimodal solutions including but not limited to roads, sidewalks, bike lanes, multiuse pathways, freeway overpasses and transit.
- i. Assess and identify opportunities to improve interface between the available rail system and other modes.
- j. Identify potential solutions to address impacts to Interstate 90. The proposed solutions will be developed using “practical solutions” strategies. Practical solutions look at maximizing the potential of existing facilities using strategies such as travel demand management, public transportation, commute trip reduction, supporting local network enhancements, and Transportation System Management Operations (TSMO) to the fullest extent before adding capacity.
- k. Develop standard cross sections to represent each roadway type and incorporate stormwater infrastructure in accordance with the West Plains Stormwater Study findings.
- l. Develop grant-level designs (10%) and probable estimates of costs for improvements.
- m. Prioritize the improvements into near-term and long-term categories. Identify potential funding sources for each project. A multi-jurisdiction impact fee should be considered as an alternative.
- n. Develop one-page project summaries to be used for future grant funding requests. Secure endorsements from key stakeholders, including support for short term project list.
- o. Assess the 2045 freight demand in the study area.

The outcome of this project is a capital plan that S3R3 and other agencies can use to advance transportation improvements throughout the West Plains. Improvements should be promoted on metrics such as: improved transportation mobility/safety, development accessibility, the practicality/fundability of improvements, and endorsements of the key stakeholders. Beyond the direct participation of the key stakeholders, the consultant shall facilitate public involvement to assist in guiding the future transportation system needs and to promote sustained livability in the region.

This shall be considered a draft scope of work. Once a consultant is selected based on qualifications, they will enter a contract with S3R3 to further define and refine the scope of work.

Timeframes and Horizon

The SRTC is in the process of updating the regional travel demand model to reflect a year 2045 horizon, but currently the horizon is year 2040. Year 2045 is the desired long-range timeline of the

WPTNP, but coordination with SRTC and other member agencies should occur to affirm what horizon is ultimately appropriate, pending timeframe of the SRTC. Intermittent horizon years would be needed to

evaluate the timing and priority of improvements. Weekday and PM peak hour analyses are the expected timeframes of the analysis, with the AM peak hour used to affirm design implications, as needed.

2. SCOPE OF SERVICES

S3R3 will form a selection committee. The selection committee will evaluate the consultant based on the RFQ response with a potential interview. As indicated prior, S3R3 will work with the selected consultant to define a scope-of-work based on project and area understanding, team capabilities, and the selected consultant's guidance and expertise in the subject matter. The following is a generalized scope of work that respondents can use to help broker and understand the project.

2.1 BACKGROUND STUDIES, DATA AND INVENTORY

West Plains regional agencies have previously invested in several transportation studies in the West Plains. This plan shall capitalize on previous efforts by validating and updating previous efforts. The outcome of this plan must result in an implementable capital plan with support from regional agencies to collectively seek funds for near term construction. Consultants should review, but not necessarily limit themselves to, the following in advance to responding to this RFQ (see Exhibit A for a more extensive list of previous studies):

- ◆ U.S. 2 Route Development Plan (WSDOT, 2009)
- ◆ West Plains-Spokane International Airport Transportation Study (SRTC & SIA, 2011)
- ◆ West Plains Transportation Subarea Plan (CoS, 2014)
- ◆ City of Spokane Comprehensive Plan (CoS, 2017)
- ◆ Airway Heights Transportation Circulation Plan (CoAH, 2018)
- ◆ Airway Heights Transportation & Comprehensive Plans (CoAH, 2020)
- ◆ City of Cheney Transportation Circulation and Comprehensive Plans (CoC, 2017)
- ◆ West Plains Connection, The 6th/10th/12th Corridor Design Report (S3R3, 2021)
- ◆ West Plains Subarea Transportation Management Plan (WSDOT, In-Development)
- ◆ Design plans for I-90/SR 902 interchange and I-90/Geiger Road interchange
- ◆ 18th-21st Avenue design report done by Parametrix (approx.2017)
- ◆ Airport study of Airport Way/Spotted Road intersection
- ◆ I-90 Four Lakes to Idaho Study, (May 2018)

The use of scalable, high-definition aerial photography with Spokane County GIS right-of-way mapping should be sufficient for use in conceptual designs and planning level project costing. Additional background information will be required for the project such as, but not necessarily limited to, counts, collision histories, land use plans, zoning maps, capital plans, transportation models, etc.

2.2 TECHNICAL ADVISORY GROUP

The WPTNP impacts many regional agencies. Coordination of a technical advisory group (TAG) is required by the consultant to solicit ideas, coordinate agency and interagency priorities, affirm designs/standards, and discuss funding strategies and opportunity. The TAG would include, but not necessarily be limited to, the following agencies and organizations:

- | | | |
|--------------------|--------------------------|------------------|
| ◆ WSDOT | ◆ Spokane County | ◆ S3R3 Solutions |
| ◆ SRTC | ◆ City of Airway Heights | ◆ Kalispel Tribe |
| ◆ Spokane Airport | ◆ City of Spokane | ◆ Spokane Tribe |
| ◆ Fairchild A.F.B. | ◆ City of Cheney | |
| ◆ Spokane Transit | ◆ City of Medical Lake | |

2.3 EXECUTIVE COMMITTEE

S3R3 expects to create an executive oversight committee to review the progress and recommendations of the TAG and consultant. The committee is anticipated to have a member from each of the following entities:

- | | |
|--------------------------|-------------------|
| ◆ Spokane County | ◆ City of Spokane |
| ◆ Spokane Airport | ◆ S3R3 Solutions |
| ◆ City of Airway Heights | ◆ WSDOT |

2.4 LAND USE AND TRANSPORTATION FORECASTING

The consultant shall develop traffic forecasts based on market-driven land use data. Presently, land use forecasts have been prepared for portions of the West Plains, which is being used by SRTC and WSDOT. Gaps will need to be filled and forecasts be affirmed and expanded to address a larger study area. All project analysis will be provided to WSDOT and SRTC for QA/QC review.

As indicated, the SRTC maintains a travel demand model for the region. The model has been recently updated and refined by WSDOT. Travel demand forecasting should be accomplished with use of these models. While no modification to core zonal structures and arterial networks is expected, the review of new links/roads alternatives and intersection nodes is anticipated, as performed per coordination and process of SRTC. Note there are general limits to what the macroscopic SRTC model can address, as its primary function is to consider regional facilities. Use of mesoscopic models may be needed for scenarios where the SRTC/WSDOT models do not address the nuances of specific zonal loadings and local collector level street enhancements.

2.5 REGIONAL PRIORITIES

The consultant will need to coordinate with the TAG and other agency technical staff to understand transportation priorities throughout the West Plains. Some information is provided in local TIP's, Transportation Plans, and Comprehensive Plans, but the expectation is the consultant will affirm priorities through direct coordination with agencies.

2.6 PERFORMANCE MEASURES

The project is expected to include a combination of traditional and progressive methods to gauge improvement performance, as well as help prioritize the regional project recommendations. These performances will be defined/refined in coordination with the consultant and TAG following selection. However, the project is expected to address performances such as levels-of-service, travel time/speed, collision potentials, cost-benefits, accessibility benefit, and TAG prioritization, and community support. Other potential measures could include multimodal performances, feasibilities, and funding viabilities. The proposed solutions will consider practical solutions strategies such as travel demand management, public transportation, active transportation, commute trip reduction, local network enhancements and TSMO.

2.7 CAPITAL PLANNING

The project includes the development of concept-level designs to indicate where right-of-way may need to be procured, to help target any environmental and cultural reviews, and for developing planning level cost estimates. Designs should incorporate both typical cross sections, alignment of roads, intersections/roundabouts, multimodal infrastructure, general signing and striping features, locating any bridges or structures, and the footprints of traffic control devices.

The cost estimates should be developed to a level sufficient for funding procurement, including Federal and State grants. Cost estimates should be in sufficient detail to breakout material costs, mobilization, consulting, PS&E, administration, traffic control, and construction management should be provided, including applicable taxes. An inflation adjustment should be included to the WPTNP program year of construction. Cost estimates should be stamped by a professional engineer of Washington State.

2.8 PRIORITIES AND FUNDING

Improvement/project priorities will reflect quantifiable performance evaluations versus preferences of the TAG, agencies, and citizens. The intent is to create a strategic list of improvements that can be supported by agencies and development to support economic growth while preserving a high quality of life. The consultant shall develop a funding strategy to promote infrastructure growth without overly burdening local agencies and developers.

2.9 COMMUNITY ENGAGEMENT

Prior to community engagement, the consultant shall complete an environmental justice assessment. The consultant shall implement a process to engage and solicit feedback from the West Plains community. The consultant will develop a public engagement program upon selection, subject to approval of the TAG, Executive Committee and local agencies. Community engagement shall include a presentation to each of the Executive Committee Boards or Executives as appropriate.

2.10 DOCUMENTATION AND ENDORSEMENT

A deliverable of the WPTNP shall be a bound report that explains the assumptions, methodologies, conclusions, and recommendations. The Executive Summary of the report should reflect highlights, the final adopted improvement program and plan for the West Plains region. Expect the documentation process to include a draft report submittal, final draft submittal, and final submittal for public consumption. The full and final report would be presented traditionally by a PDF format for distribution to agencies and developers. The Executive Summary should be a document that could be submitted as a PDF or reviewed virtually as a stand-alone website or link to the current S3R3 website. Data provided and the capabilities of this virtual document would be coordinated with the consultant following project selection.

Endorsement refers to the various agency process required to accept or adopt the WPTNP for the West Plains. S3R3 anticipates the consultant would help present and garner support for the WPTNP with the following legislative bodies, as needed:

- | | |
|----------------------------------|--------------------------------|
| ◆ SRTC Board | ◆ City of Cheney Council |
| ◆ Spokane Airport Board | ◆ City of Medical Lake Council |
| ◆ Spokane Transit Board | ◆ Kalispel Tribe Elders |
| ◆ Spokane County Commissioners | ◆ Spokane Tribe Elders |
| ◆ City of Airway Heights Council | ◆ S3R3 Board |

7. Attachments

Appendix A - Previous Studies List

Appendix B - Study Area (Generally)

APPENDIX A – PREVIOUS STUDIES

Previous West Plains Studies:

Year	West Plains Area - Previous Studies
2006	City of Airway Heights Highway 2 Revitalization
2009	City of Spokane Master Bike Plan
2009	Fairchild Joint Land Use Study (JLUS)
2010	WA Airport & Compatible Land Use Guidebook
2010	US 2 WSDOT Route Development Plan, Lincoln Co. Line to I-90 MP 266.86 to MP 283.01
2011	SRTC West Plains-Spokane International Airport (SIA) Transportation Study
2011	Spokane Tribe West Plains Development - TIA
2012	Spokane County Comprehensive Plan
2012	Spokane AIR – West Site Transportation Analysis, City of Spokane
2013	Land Development Risks along State Transportation Corridor, WSDOT
2013	VE Study I-90/SR 902 I/C Improvements, Value Management Strategies
2014	City of Spokane West Plains Subarea Transportation Plan
2014	Spokane International Airport Master Plan
2015	Rowand Business Park, Morrison Maierle, Inc.
2017	City of Spokane Comprehensive Plan update 2017
2017	City of Spokane Comprehensive Plan 2017
2017	City of Airway Heights Transportation circular Plan
2017	City of Airway Heights US 2 Plan Model Zoning Overlay
2018	WSDOT Corridor Sketch Initiative, US 2: Craig Rd to Russell Rd, MP 277.2 to MP 281.5
2018	Project Rose Traffic Impact Analysis
2020	West Plains Connection Project (6 th , 10 th , 12 th Avenue)

APPENDIX B – Study Area (Generally)

Note: The study shall integrate the derived outcomes of the West Plains Subarea Transportation Management Plan Phase 1 – US 2.

