



Board of Directors Meeting

Thursday, March 11, 2021 • 1:00 PM – 3:00 PM

Virtual Meeting via Teleconference

PUBLIC NOTICE:

Due to COVID-19 and in accordance with the Governor Inslee's proclamations, the SRTC office is closed to the public and no in-person meetings will be held until further notice.



Join Zoom Meeting

<https://us02web.zoom.us/j/85783409566?pwd=SHgrbFFPVTY0clBJL1VZWkIPYzYzUT09>

Meeting ID: 857 8340 9566 | Passcode: 682535

Or listen by phone at: 1-253-215-8782

Meeting ID: 857 8340 9566 | Passcode: 682535



Public comments can be submitted by email to contact.srtc@srtc.org or by phone to 509-343-6370. Deadline for submitting comments is 10:00 am on the day of the meeting.



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Board of Directors Meeting

Thursday, March 11, 2021 • 1:00 PM – 3:00 PM

AGENDA

Time	Item		
1:00	1	Call to Order / Record of Attendance / Excused Absences	
1:02	2	Public Comments	
1:07	3	Interim Executive Director's Report	
		<u>FOR ACTION</u>	
1:12	4	Consent Agenda	
	a)	February 2021 Meeting Minutes	Page 3
	b)	February 2021 Vouchers	Page 8
	c)	2021-2024 Transportation Improvement Program March Amendment	Page 9
1:13	5	Metropolitan Transportation Plan Financial Forecast (<i>David Fletcher</i>)	Page 19
1:23	6	US 195/Interstate 90 Study Approval to Release Draft Strategies (<i>Ryan Stewart</i>)	Page 65
1:38	7	Transportation Improvement Program (TIP) Contingency Funding (<i>Eve McMenamy</i>)	Page 69
1:48	8	DATA Project Draft Design Plan (<i>Mike Ulrich</i>)	Page 74
		<u>FOR INFORMATION AND DISCUSSION</u>	
2:10	9	Executive Director Recruitment Update (<i>Kurt Hodgen, SGR</i>)	Page 94
2:25	10	Regional Transportation Project Priorities (<i>Kevin Wallace</i>)	Page 101
2:45	11	Board Member Comments	
3:00	12	Adjournment	

Attachments

- 2021 Draft Board Agendas Page 105
- Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries Page 106

MEETING MINUTES

Spokane Regional Transportation Council
Board of Directors Meeting – Thursday February 11, 2021
Zoom Video Conference Meeting

1 - Call to Order/Record of Attendance/Excused Absences: Chair Ben Wick brought the meeting to order at 1:00 pm.

Board Members Present:

Mayor Ben Wick	City of Spokane Valley (Chair)
Council Member Paul Schmidt	City of Cheney (Vice-Chair)
Al French	Spokane County
Kelly Fukai	WA St Transp. Commission
Mike Gribner	WSDOT-Eastern Region
Mayor Cris Kaminskas	City of Liberty Lake
Council Member Lori Kinnear	City of Spokane
Commissioner Mary Kuney	Spokane County
E. Susan Meyer	Spokane Transit Authority
Mayor Sonny Weathers	City of Airway Heights
Matt Ewers	Rail/Freight Representative
Todd Coleman	TAC Chair
Adam Jackson	TTC Chair
Larry Stone	Major Employer Representative

SRTC Staff Present:

Kevin Wallace	Interim Executive Director
Eve McMenamy	Principal Transportation Planner
Ryan Stewart	Principal Transportation Planner
Jason Lien	Principal Transportation Planner
Mike Ulrich	Principal Transportation Planner
David Fletcher	Assoc. Transportation Planner III
Michael Redlinger	Assoc. Transportation Planner II
Kylee Jones	Assoc. Transportation Planner II
Greg Griffin	Administrative Services Manager
Julie Meyers-Lehman	Administrative-Exec Coordinator
Stanley Schwartz	SRTC Legal Counsel

Board Alternates Present

Council President Breen Beggs for Council Member Candace Mumm

Guests Present

Joe Tortorelli, Spokane Good Roads Assoc.
John Hohman, City of Spokane Valley
Char Kay, WSDOT-Eastern Region
Charles Hansen
Ted McDermott, The Spokesman Review
Katherine Miller, City of Spokane
Joel Freedman, RSG
Ann Winkler
Rachelle Bradley, Spokane Tribe of Indians
Chad Coles, Spokane County
Mary Jensen, WSDOT-Eastern Region
Karl Otterstrom, Spokane Transit Authority
Lisa Key, City of Liberty Lake
Paul Kropp
Sean Messner, HDR
Katy Allen, City of Liberty Lake
LeAnn Yamamoto, CommuteSmart NW

Chair Wick announced that Micki Harnois had requested an excused absence for today's meeting.

Ms. Meyer made a motion to approve the excused absence; Mr. Schmidt seconded. Motion carried unanimously.

2 Public Comments: There were no public comments.

3 Interim Executive Director's Report: Mr. Wallace reported on:

- The Board Subcommittee for Executive Director Recruitment has selected a recruiting firm, SGR. They are working on developing the position profile, which will be presented at the March Board meeting.
- The State Legislature is in session and he has attended several meetings with legislators sponsored by local chambers of commerce.
- He attended a meeting of the MPO/RTPO/WSDOT Investment Committee, whose purpose is to identify and prioritize regional and statewide transportation projects.
- The next meeting of the signatories of the SRTC Interlocal Agreement is tomorrow; he will be reporting to the group about his discussions with local Tribal representatives.
- Mr. Wallace has been asked to serve on the City of Spokane Valley Street Sustainability committee.

ACTION ITEMS

4 Consent Agenda

- (a) January 2021 Meeting Minutes
- (b) January 2021 Vouchers
- (c) 2021-2024 Transportation Improvement Program (TIP) February Amendment

Mr. Schmidt made a motion to approve the Consent Agenda as presented; Mr. Gribner seconded. All votes were in favor.

Recap for January 2021:

Vouchers: V121472-V121477, V121479-V121491, V121494-V121498	133,589.24
Salaries/Benefits Pay Periods Ending: 1/9/21 and 1/23/21	83,134.68
Spokane County Treasury Monthly SCIP fee - January 2021	20.27
	216,744.19

5 TIP Call for Projects – Principles of Investment

Ms. McMenamy explained that as part of the 2018 Call for Projects, the Board approved the set aside of \$6M of grant funds to be used for capital maintenance and preservation projects in 2022 and 2023. This was to allow agencies to apply based on actual pavement condition instead of anticipated condition. The TIP Working Group and the TTC evaluated preservation strategies and developed recommendations for three principles to be applied to the Preservation Call.

Ms. McMenamy reported that the Transportation Technical Committee unanimously recommended Board approval of the three principles of investment at their January 27 meeting and she presented the tentative schedule for the Call for Preservation Projects. She noted that federal and state funding requirements mandate that rural and small city awards must be at least \$805K of the total \$6M available.

She read the requested action, which was an approval to:

- (1) Limit the project application to include grind and overlays, chip seals and other sealant projects
- (2) Limit project awards not to exceed \$1M
- (3) Limit any one jurisdiction total awards not to exceed \$2M

The group discussed and some comments included:

- Suggestion that funds should be distributed proportionally based on the percentage of road miles within a jurisdiction or awards should be correlated with demand/use of the facilities
- Limiting dollar awards by jurisdiction harms the larger jurisdictions; it feels out of proportion
- Points #2 and #3 seem arbitrary
- The amount of Surface Transportation Block Grant funds allocated to SRTC in 2021 is just under \$6M

Mr. Beggs made a motion to approve the three principles of investment as presented. Mr. Schmidt seconded. Motion carried 11-1. (Commissioner French voting against)

6 Spokane County Bigelow Gulch 6 Project Cost Overrun, Request for Additional Funds

Ms. McMenamy reported on prior Board approved funding of this project. It was awarded \$2.81M of partial funding in 2018 and in 2020 received \$1.27M of contingency funding; at that time was expected to be all the funding required for project completion. The project is planned for construction in 2021 to be done concurrently with the City of Spokane Valley's Wellesley/Sullivan intersection project.

She spoke about the cost overrun policies in the TIP Guidebook (Policies 6.3, 6.3.1 & 6.3.2) and provided examples of eligible and ineligible cost overrun situations. She explained that while this project does not qualify for the contingency CMAQ funding available, it does qualify for the \$429,000 of available HIP funding.

Ms. McMenamy presented an overview of the project supplied by Spokane County gave and reviewed the nature and details of the cost overrun, which are mostly due to increased right-of-way (ROW) acquisition costs for public school properties and construction costs to create a pedestrian underpass at the school.

There was a question about the ROW cost and possible negotiation with the school district. Mr. Coles reported that the ROW process did not allow for any influence over the appraisal values and while the County is looking at ways to mitigate impacts, there is no option to negotiate property values. Mr. Gribner concurred, stating that rules of fair market value for ROW are very rigid and the current real estate market is creating unexpected increases for all agencies in the region.

Mr. Gribner made a motion to approve that Bigelow 6 cost overrun is eligible for SRTC contingency funding and Ms. Meyer seconded. Motion passed unanimously.

7 Metropolitan Transportation Plan Financial Forecast

Mr. Fletcher explained that the Metropolitan Transportation Plan (MTP) financial forecast is estimating revenues for all transportation revenues throughout the region and described fiscal constraint. He said the Financial Forecast is Task 1 of the MTP financial assessment and Task 2 will be a region wide transportation needs analysis.

He provided details about the revenue sources by point of expenditure and revenue assumptions by point of expenditure. Based on the review by the TTC and the Financial Forecast Subject Matter Expert team, staff re-evaluated two of the forecast's assumptions: local jurisdiction revenues and legislatively allocated funding.

Mr. Fletcher reported that the forecast estimates that through the 2045 planning horizon year, \$10.6B of transportation revenues will be allocated throughout the region and he said TTC unanimously recommended Board approval of the MTP Financial Forecast at their January meeting.

Ms. Meyer noted that an old version of the Financial Forecast document had been included in the Board packet in error. The group agreed to postpone taking action on this item until next month so the correct version can be provided to and reviewed by the Board.

8 Regional Transportation Project Priorities

Mr. Wallace said there has been discussion by this group and by local chambers of commerce over the past two years, but no formal action has been taken. He explained the importance of having a regional list of priorities because the state legislature is in session and transportation funding packages are being discussed. Additionally, Congress is discussing a major infrastructure bill and they are talking about earmarks for the first time in a decade.

He asked of the group (1) Is there value in working on a regional project priority list and (2) If so, are there priority statements (not projects) that the Board could agree upon today?

The proposed priorities are:

- Priority One – Completion and Acceleration of the Connecting Washington Program
- Priority Two – Transportation System Preservation and Maintenance
- Priority Three – Critical Regional Transportation Projects
- Priority Four – Critical Multi-Modal Transportation Projects and Programs

After discussion, the following points arose:

- Support for taking immediate action to confirm a priority list
- The importance to have an agreed upon list of priorities to keep the process objective
- Suggestion to reverse Priority Three and Four or to consolidate them
- Pressing need for funding for preservation projects; capacity improvement projects can be helpful, but there will be real consequences for ignoring preservation

- Discussions about economic impact of transportation project should be included as the group considers a project priority list

Ms. Meyer made a motion to adopt Priorities One and Two, with additional discussion to be held on Priorities Three and Four at a future date. Mr. Weathers seconded. Motion carried with all votes in favor.

The group decided to hold a discussion of the remaining priorities in a workshop or lunch hour type meeting. Mr. Wallace said staff will work to find a date and time prior to the March Board meeting.

INFORMATION & DISCUSSION ITEMS

9 US 195/I-90 Study Update

Mr. Stewart said that, as reported to the Board in December, the study is in the final stages of technical analysis. The multi-jurisdictional Study Advisory Team (SAT) has been involved throughout the entire process and the initial strategies took into account input from the community and stakeholders.

He explained how potential strategies evolved; the SAT evaluated numerous initial projects and narrowed down to two project packages for an in-depth technical and operational analysis, which are still under review. These final recommended packages will be vetted by the Board in March or April; then community engagement will begin. Input from the public helped develop the project goals and every element in the project packages has been evaluated to make sure they are in line with those goals. The study is expected to be finalized later in 2021.

Mr. Gribner said WSDOT is supportive of the project package development process and they are working with SRTC to remain in alignment. Ms. Kinnear stated that she receives many phone calls from local residents about increasing housing density and road safety concerns. Mr. Gribner said once the options are released for public review, funding discussions can begin.

10 DATA Project Draft Design Plan

Mr. Ulrich presented a background and phasing of the plan to date; he outlined the many ways in which input from stakeholders was received and incorporated into the project summary and recommendations report, which is the basis for the proposed investments in the draft design plan. He emphasized that each of the investments is here as a result of a very comprehensive engagement process with many stakeholders.

He said the draft design plan consists of six key investments and provided details about each;

- Household Travel Survey (1500 household smartphone enabled using rMove)
- Passive Data (Passenger & heavy truck trip tables from passive location based services data)
- Traffic Count Data (Selected traffic counts at key locations for model validation)
- Land Use Data Management System (For management of existing & future land use data and TAZ data)
- Travel Demand Model Updates
- Online Data Hub (Regional online data/tools platform to share SRTC's information with stakeholders and the community)

Mr. Ulrich spoke about the project budget and noted that stakeholders also provided feedback by ranking project objectives and other strategic considerations. The Board will be asked to approve the draft design plan next month.

Mr. Gribner questioned if the Board needs discuss additional funding for this project. He wants to make sure priority investments are being properly addressed and the right priorities advanced without taking any shortcuts. He has been hearing questions about whether adequate resources have been applied to the project to ensure that stakeholders are comfortable with investments that the plan puts forward.

Mr. Ulrich replied that staff and the consultants have worked diligently to find a balance of the differing needs/priorities of stakeholders to finding a package of investments that best serves the region as a whole. Mr. Wallace said the region is a little behind in terms of data investments and it would not be difficult to spend more than the \$1M budgeted for additional purchases. He explained staff has tried to right-size the investments to the budget that is available and is comfortable with the project's proposed investments.

11 DivisionConnects Update

Mr. Lien provided illustrations and details about the four alternatives under consideration and presented traffic modeling data for the 2040 No-Build scenario and for each of the alternatives. It was noted that the North Spokane Corridor (NSC) will likely absorb most of the growth in traffic and none of the alternatives show new significant bottlenecks or delays compared to No-Build. He spoke about the upcoming public engagement activities, including an online open house/story map, postcard mailing, a virtual open house event on February 11, and a phone survey.

Mr. French discussed freight mobility versus vehicular mobility in terms of the proposed alternatives. Mr. Ewers commented that he is on the Freight Subject Matter Expert Team and is confident that the completion of the NSC and a restructure of Division St will result in safer and improved freight movement in the region.

12 CY 2020 Q4 Budget Update

Mr. Griffin addressed key points of the year end budget; the agency operated within the Board approved budget in 2020, collected 78% of anticipated revenues and spend 74% of anticipated expenditures. He elaborated on some of the expenditure categories and provided cash balances at start and end of year. There were no questions or comments.

13 Board Member Comments – There were no comments.

14 Adjournment - There being no further business, the meeting adjourned at 2:58 pm.

Julie Meyers-Lehman, Clerk of the Board

VOUCHERS PAID FOR THE MONTH OF FEBRUARY 2021

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
2/8/20	V121478	Pacific Office Automation	Copier Usage December 2020	11.91
	V121492	Leland Consulting LLC	MTP update - Market Based Land Use Forecast - Activity thru 12/31/20	3,450.93
	V121493	Leland Consulting LLC	MTP update - Land Use Forecast - Activity thru 12/31/20	5,900.40
	V121500	Pacific Office Automation	Copier lease November 2020	142.91
	V121501	Washington Trust Bank	Postage; Software subscriptions; Staff trng reg's; Admin phone monthly charge	574.18
	V121502	Intrinium	Managed IT Services - Mnthly Feb; O365 phone # upgrade	2,188.32
	V121503	Intrinium	Travel miles to SRTC office for onsite work	4.76
	V121504	Verizon Wireless	IT Svcs: Wireless Svcs E.D. Phone & Public Outreach Tablets, 12/24-1/23/21	183.95
	V121505	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2021-03	450.00
	V121506	WA State Dept of Retirement	Employee and Employer Contributions: Jan 2021	14,533.67
	V121507	Acranet	Standard background check on new hire	55.00
	V121508	Resource Systems Group Inc	Tasks 1.5/1.7 December 2020 D.A.T.A. work	5,646.50
	V121509	Visionary Communications, Inc.	Fiber Services, Feb 2021	953.31
	V121510	Spokesman Review	Advertising ILA Meeting public notice	137.45
2/24/21	V121511	Rehn & Associates	Admin fee Jan '21	75.00
	V121512	Allstream	Telephone: Lines to 3/7/21 and Long Distance for Jan 2020	522.01
	V121513	Parametrix	Division St Corridor Study 11/29/20 - 12/31/20	52,784.77
	V121514	AWC Employee Benefit Trust	March '21 Benefit Insurance Premiums	10,634.74
	V121515	Witherspoon Kelley Attnys	Legal Services for Jan 2021 - Admin	2,655.50
	V121516	Resource Systems Group Inc	Tasks 1.5/1.7 January 2021 D.A.T.A. work	5,098.11
	V121517	Fehr & Peers	US-195/I-90 Study for 12/26/20 - 1/29/21 Phases 2 & 4	15,635.62
	V121518	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for February 2021	7,098.35
	V121519	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2021-04	450.00
	V121520	Vision MS	2021 installment for Financial/Payroll software (3/5)	2,000.00
Reimbursement(s)				
		Salaries/Benefits Pay Periods Ending: 2/6/21 and 2/20/21		71,630.69
2/28/21		Spokane County Treasury Monthly SCIP fee - February 2021		20.27
TOTAL FEBRUARY 2021				202,838.35

Recap for February 2021:

Vouchers: V121478, V121492, V121493, V121500-V121520	131,187.39
Salaries/Benefits Pay Periods Ending: 2/6/21 and 2/20/21	71,630.69
Spokane County Treasury Monthly SCIP fee - February 2021	20.27
	202,838.35

As of 3/11/21, the Spokane Regional Transportation Council Board of Directors approves the payment of the February 2021 vouchers included in the list in the amount of: **\$202,838.35**

Chair

To: Board of Directors 03/04/2021
From: Kylee Jones, Associate Transportation Planner II
Topic: **2021-2024 Transportation Improvement Program (TIP) March Amendment**

Requested Action:

Approval of the March amendment to the 2021-2024 TIP, as shown in the **Attachment**.

Key Points:

Two member agencies have requested an amendment to the 2021-2024 TIP. The two projects in the proposed amendment are listed below (see **Attachment** for more details).

- Spokane County – Bigelow Gulch Project 2
- Spokane County – Bigelow Gulch Project 3
- On Dec. 17, 2020 Spokane Transit Authority (STA) adopted a Public Transportation Agency Safety Plan (PTASP) and set public transit safety performance measures and targets per federal requirements, 49 U.S.C. 5329 (d).
- Federal requirements also involve SRTC in their role as the Metropolitan Planning Organization, to incorporate public transit safety performance targets into our planning process and documents.
- Through this amendment SRTC is incorporating the STA's Public Transportation Safety Targets by amending text in the 2021-2014 TIP and reporting the targets in 2021-2024 TIP Appendix D, Performance Measures and Statewide Targets, see **Attachment 2**.

TIP Overview

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.

Board/Committee Discussions:

At their February 2021 meeting the Transportation Technical Committee unanimously recommended approval of the 2021-2024 TIP March amendment.

Public Involvement:

Pursuant to SRTC's Public Participation Plan, this amendment will be published for a public review and comment period from February 17, 2021 through February 26, 2021 at 4:00 p.m. Notice of the amendment will be published in the Spokesman Review and posted to the SRTC website (www.srtc.org) and social media platforms on February 17, 2021. No comments were received during the public comment period.

Supporting Information/Implications:

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 February 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 March amendment will be incorporated into the STIP on or around April 15, 2021.

More Information:

- Attachment: 2021-2024 TIP March Amendment
- For detailed information contact: Kylee Jones at kjones@srctc.org or 509.343.6370.

2021-2024 Transportation Improvement Program
March Amendment (21-03)

Agency	Project Title	Funding Adjustment	Amendment	
	Amendment Description		New Project	Existing Project
Spokane County	Bigelow Gulch/Forker Connector - Project 2 Project limits updated - Begin Termini (Urban Boundary – MP 0.50). End Termini (East of Espe Rd - MP 2.03). Total project length - 1.53 miles	No Funding Change		✓
Spokane County	Bigelow Gulch/Forker Connector - Project 3 Project limits updated - Begin Termini (East of Espe Rd -MP 2.03). End Termini (East of Jensen Rd - MP 3.15). Total project length - 1.12 miles	No Funding Change		✓

The advisory committee final report is due to the Legislature by December 1, 2020.

Over the coming years WSDOT and its partners will further align planning and programming areas with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Federal Transit Administration Performance Targets

Under Title 49 CFR Part 625 and 630 under Transit Asset Management (TAM) requirements, public transit providers must set State of Good Repair performance targets for their assets.

Public Transit Targets

Asset Management Targets

~~Since~~ Spokane Transit Authority (STA) is the only Tier 1 public transportation provider currently required to report TAM targets. SRTC adopted these targets on June 14, 2018 (See Appendix D). Per federal requirements, anytime a public transit provider adopts new TAM targets, SRTC has 180 days to review and adopt TAM performance targets and bring them into the regional performance management efforts.

Public Transit Safety Targets

On December 17, 2020 STA adopted safety targets through their public transportation agency safety Plan as required by 49 U.S.C. 5329(d). As required by 23 CFR 306 4(iii), SRTC is integrating STA's safety performance targets into our planning processes as reported in Appendix C of this document.

2020-2023 TIP Accomplishments

Status of Major Projects

Pursuant to federal regulations, the status of major projects from the preceding TIP is provided below (§450.324(L)(2)). Given that the project status information is collected mid-year, it is possible that the status of these projects may change by the end of the program year (December 2020).

Complete (Constructed/Implemented or Under Construction)

Agency	Project Name	STIP ID
Cheney	Cheney High and Betz Elementary Pedestrian & Bicycle Route Safety Project	WA-12493
Cheney	Washington Street Preservation Project	WA-09444
Fairfield	1 st Street Sidewalk Improvement Project	WA-11317
WSDOT	Asphalt/Chip Seal Preservation Spokane Regional Transportation Council	BSRTC P1
WSDOT	Eastern Region Shoulder Rumble Strip Installation 2019-2021	600026A32
WSDOT	I-90/Barker Rd Intersection Improvements	609049M32
WSDOT	I-90/Barker to Harvard – Add Lane Harvard Rd Bridge	609049S23
WSDOT	I-90/Barker to Harvard – Improve Interchanges & Local Roads	609049L32
WSDOT	I-90/Barker to Harvard – WB on-Ramp Improvement	609049R23
WSDOT	I-90/US 2 Garden Springs to Broadway Ave – Variable Speed System	609047H32
WSDOT	SR 290/Spokane River E Trent Br – Replace Bridge	629001D32
WSDOT	US 2 & US 395 Safety Improvements – Shoulder Repair	600045J32

APPENDIX D PERFORMANCE MEASURES AND TARGETS

PERFORMANCE MEASURE 1: SAFETY TARGETS

Measure 5-year Averages)	2018 Baseline Statewide 5-year rolling avg.	Statewide Targets for 2020*
Number of Fatalities	531.8	443.2
Rate of Fatalities	0.879	0.732
Number of Serious Injuries	2154.6	1795.5
Rate of Serious Injuries	3.562	2.968
Number of Fatalities & Serious Injuries for Non-Motorized transportation	559.8	466.5

*The SRTC Board supported using statewide safety targets on May 9, 2019 (2022 targets are currently under development)

PERFORMANCE MEASURE 2: BRIDGE AND PAVEMENT TARGETS

Bridge Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of NHS Bridges in good condition (weighted by deck area)	32.8%	30%	30%
Percent of NHS Bridges in poor condition (weighted by deck area)	7.8%	10%	10%

*Supported by the SRTC Board on November 8, 2018

Pavement Condition-Statewide	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of Interstate pavement on the NHS in good condition	32.5%	N/A	30%
Percent of Interstate pavement on the NHS in poor condition	3.6%	N/A	4%
Percent of Non-Interstate pavement on the NHS in good condition	18%	45%	18%
Percent of Non-Interstate pavement on the NHS in poor condition	5%	21%	5%

*Supported by the SRTC Board on November 8, 2018

PERFORMANCE MEASURE 3: SYSTEM PERFORMANCE, FREIGHT AND CMAQ TARGETS

Highway System Performance (congestion)	Baseline Data	2-year Target (2020)	4-year Target (2022)
Percent of person-miles traveled on the Interstate System that are reliable	73%	70%	68%
Percent of person-miles traveled on the Non-Interstate System that are reliable	77%	N/A	61%
Truck Travel Time Reliability (TTTR) index	1.63	1.70	1.75
Carbon Monoxide (CO kg/day)	313.160	309.000	309.060
Particulate Matter less than 10 microns PM10 (kg/day)	435.690	0.305	224.000

**Supported by the SRTC Board on November 8, 2018*

OTHER PERFORMANCE MEASURES: PUBLIC TRANSIT TARGETS ASSET MANAGEMENT

Asset Category	Asset Class	Baseline Performance	STA Target & Proposed Regional Target
Rolling Stock	Buses	98%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	99%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	99%	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	Maintain the special use van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
Equipment	Support of Non-Revenue Vehicles	94%	Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
Facilities	Administration, Maintenance, passenger and parking facilities	100%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3(adequate) or better

**Supported by the SRTC Board on June 14, 2018*

OTHER PERFORMANCE MEASURES: STA PUBLIC TRANSPORTATION SAFETY TARGETS

Safety Goals, Objectives, and Performance Targets

GOAL 1: SMS TO REDUCE CASUALTIES/OCCURRENCES

Using a safety management systems framework to identify safety hazards, mitigate risk and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance.

FIXED ROUTE FATALITIES

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of fatalities	Number of fatalities per year	1	0

PARATRANSIT FATALITIES

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of fatalities	Number of fatalities per year	0	0

FIXED ROUTE PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.6	0.08 or less

PARATRANSIT PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.13	0.1 or less

FIXED ROUTE PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

PARATRANSIT PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

FIXED ROUTE SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of events per year	Total number of events per year	316	310

PARATRANSIT SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of safety events per year	Number of safety events per year	54	50

EMPLOYEE INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of employee injuries	Number of employee injuries per 1000 hours	.05	.07

EMPLOYEE INJURY SEVERITY

Objective	Metrics (KPIs)	Baseline	Target
Reduce employee time loss due to injury or illness	Number of days lost per 1,000 hours	.03	.04

FACILITY SAFETY INSPECTIONS

Objective	Metrics (KPIs)	Baseline	Target
Increase the assessment of facilities, equipment, and procedures to identify and mitigate any potential safety risks	Number of facility safety audits and inspections completed quarterly per year	1 per quarter	Meet the baseline

GOAL 2: SMS TO FOSTER A ROBUST SAFETY CULTURE

Foster Agency-wide support for transit safety by establishing a culture where managers are held accountable for safety and everyone in the organization takes an active role in securing transit safety. Cultivate a safety culture in which employees are comfortable and encouraged to bring safety concerns to the attention of agency leadership.

SAFETY TRAINING

Objective	Metrics (KPIs)	Baseline	Target
Increase attendance at monthly safety meetings	Percent of employees who participate in the monthly safety meetings	Establishing in 2020	Safety Committee Target = 100%
Annual Advanced Training completed by all Fixed Route, Paratransit, and Maintenance	Percentage of employees who complete Advanced training	100%	100%

GOAL 3: SYSTEMS/EQUIPMENT

Provide safe and reliable transit operations by ensuring that all vehicles, equipment, and facilities are inspected, maintained, and serviced as needed.

FIXED ROUTE ROAD CALLS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of Fixed Route Road Calls	Number of miles between road calls	6,722 miles	7,500 miles

PARATRANSIT ROAD CALLS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of Paratransit Road Calls	Number of miles between road calls	67,537 miles	75,000 miles

FACILITIES PREVENTIVE (SAFETY) INSPECTIONS & REPAIRS

Objective

Prioritize preventative safety-related maintenance or inspections

Metrics (KPIs)

Safety-related PMs completed on schedule

Baseline

90% of all PM services completed on time

Target

80% of all PM services completed on time

EXCERPT FROM 2021-2024 TIP BELOW

The advisory committee final report is due to the Legislature by December 1, 2020.

Over the coming years WSDOT and its partners will further align planning and programming areas with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Federal Transit Administration Performance Targets

Under Title 49 CFR Part 625 and 630 under Transit Asset Management (TAM) requirements, public transit providers must set State of Good Repair performance targets for their assets.

Public Transit Targets

Asset Management Targets

Since Spokane Transit Authority (STA) is the only Tier 1 public transportation provider currently required to report TAM targets, SRTC adopted these targets on June 14, 2018 (See Appendix D). Per federal requirements, anytime a public transit provider adopts new TAM targets, SRTC has 180 days to review and adopt TAM performance targets and bring them into the regional performance management efforts.

Public Transit Safety Targets

On December 17, 2020 STA adopted safety targets through their public transportation agency safety Plan as required by 49 U.S.C. 5329(d). As required by 23 CFR 306 4(iii), SRTC is integrating STA's safety performance targets into our planning processes as reported in Appendix C of this document.

2020-2023 TIP Accomplishments

Status of Major Projects

Pursuant to federal regulations, the status of major projects from the preceding TIP is provided below (§450.324(L)(2)). Given that the project status information is collected mid-year, it is possible that the status of these projects may change by the end of the program year (December 2020).

Agency	Project Name	STIP ID
Complete (Constructed/Implemented or Under Construction)		
Cheney	Cheney High and Betz Elementary Pedestrian & Bicycle Route Safety Project	WA-12493
Cheney	Washington Street Preservation Project	WA-09444
Fairfield	1 st Street Sidewalk Improvement Project	WA-11317
WSDOT	Asphalt/Chip Seal Preservation Spokane Regional Transportation Council	BSRTC P1
WSDOT	Eastern Region Shoulder Rumble Strip Installation 2019-2021	600026A32
WSDOT	I-90/Barker Rd Intersection Improvements	609049M32
WSDOT	I-90/Barker to Harvard – Add Lane Harvard Rd Bridge	609049S23
WSDOT	I-90/Barker to Harvard – Improve Interchanges & Local Roads	609049L32
WSDOT	I-90/Barker to Harvard – WB on-Ramp Improvement	609049R23
WSDOT	I-90/US 2 Garden Springs to Broadway Ave – Variable Speed System	609047H32
WSDOT	SR 290/Spokane River E Trent Br – Replace Bridge	629001D32
WSDOT	US 2 & US 395 Safety Improvements – Shoulder Repair	600045J32

To: Board of Directors 03/04/2021
From: David Fletcher, AICP, Associate Transportation Planner III
Topic: **Metropolitan Transportation Plan (MTP) Financial Forecast**

Requested Action:

Acceptance of the MTP financial forecast, as shown in the **Attachment**.

Key Points:

- Federal regulations require the MTP to be fiscally constrained. This means that it must contain a financial assessment demonstrating that its projects can be implemented with committed, available, or reasonably available revenues. The MTP may also contain demonstrative projects that do not have funding to illustrate the need is greater than the expected revenue.
- The financial forecast is **task one** of the MTP update's financial assessment. It will be used in conjunction with **task two**, a transportation needs analysis, to develop the MTP's fiscally constrained projects list.
- The completed draft MTP financial forecast is included as an attachment. It includes: (1) an inventory of potential revenue sources, (2) an explanation of its financial assumptions and (3) a summary of forecasted revenues over the MTP's 2045 planning horizon year.
- The forecast anticipates total revenues of approximately \$13.7 billion in year of expenditure dollars, from 2022 through 2045. This equates to just over \$10.6 billion in 2020 dollars.
- The forecast's financial assumptions were developed in collaboration with the Spokane Transit Authority (STA) and Washington State Department of Transportation (WSDOT).
- A subject matter expert (SME) team, consisting of local agency staff, reviewed and provided input on the forecast and its assumptions.

Board/Committee Discussions:

In July 2020, the SRTC Board approved the Executive Director to execute a contract with BERK Consulting to prepare the MTP financial forecast. The Transportation Technical Committee (TTC) was briefed on the scope of work at their May 2020 meeting and approved to the establishment of an SME team to inform the effort. The draft forecast was presented to the SRTC Board in December.

The forecast was also presented to the TTC in December. Due to the forecast's length, several committee members requested additional time to review and comment on it prior to recommending its acceptance to the SRTC Board. A motion was passed to table the item until the January 2021 TTC meeting.

At their meeting on 01/27/2021 the TTC recommended the SRTC Board accept the MTP financial forecast, as shown in the **Attachment**.

Working Group/Subject Matter Expert Team Involvement:

The financial assessment subject matter expert (SME) team, made up of local agency staff, was formed in May 2020 to inform this effort. This summer, a subset of the team reviewed proposals and helped select a consultant to perform the financial forecast. They reviewed the forecast in November 2020 and the first SME team meeting was held that month. In it, the consultant and SRTC staff presented the draft forecast, took comments, and answered SME team member questions.

SRTC staff anticipates holding two to three additional SME team meetings this spring to develop the transportation needs analysis. While the financial forecast was complete by a consultant, with input from SME team, the needs analysis will be completed by SRTC staff and the SME team.

Financial Assessment SME Team Members

Agency	Team Member
City of Airway Heights	Heather Trautman
City of Deer Park	Roger Krieger
City of Liberty Lake	Katy Allen
City of Spokane	Katherine Miller
City of Spokane Valley	John Hohman
Spokane County	Chad Coles
Spokane Transit Authority	Tammy Johnston
WSDOT — Eastern Region	Mary Jensen

Public Involvement:

The MTP financial forecast is part of SRTC's MTP update, which will utilize public education and engagement to validate that its various elements align with and implement the community vision.

Supporting Information/Implications:

The MTP financial forecast estimates the amount of transportation revenue the Spokane region can reasonably anticipate within the plan's 2045 planning horizon year and is required under 23 CFR § 450.324(f)(11). It is task one of the MTP update's financial assessment.

The financial forecast will be used in conjunction with the assessment's second task, a transportation needs analysis, to identify what needs can be funded and develop the MTP's fiscally constrained projects list. The needs analysis is scheduled to be completed with the assistance of the SME team in mid-2021.

The forecast identifies reasonably available transportation revenues from all federal, state, and local

sources. It anticipates total revenues of approximately \$13.7 billion in year of expenditure dollars over the MTP's 23-year planning timeframe, which extends through 2045. This equates to roughly \$10.6 billion in 2020 dollars. A breakdown between local, regional, WSDOT, and STA revenues is provided in the table below.

Forecasted Transportation Revenues: 2022–2045¹

	Year of Expenditure \$	2020 \$
Local	\$5,375,500,000	\$4,192,100,000
Regional	\$350,600,000	\$271,200,000
WSDOT	\$4,159,600,000	\$3,212,600,000
STA	\$3,832,800,000	\$2,935,600,000
Total	\$13,718,500,000	\$10,611,500,000

¹Please note that these figures differ slightly from those in the attached draft forecast document. This is because the figures provided in that document show projected revenue from 2021 through 2045. The figures provided in the table below have been adjusted to match the MTP's 2022 through 2045 planning timeline.

More Information:

- Attachment: Draft MTP Financial Forecast 2021 Update
- For detailed information contact: David Fletcher at dfletcher@strtc.org or 509.343.6370

Metropolitan Transportation Plan Financial Forecast 2021 Update

Spokane Regional Transportation Council

Prepared for:



Spokane Regional Transportation Council

Prepared by:



BERK Consulting, Inc.

Date:

January 27, 2021

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Introduction

This financial forecast identifies funding sources and available revenues for transportation improvements in the Spokane Regional Transportation Council's (SRTC) 2021 Metropolitan Transportation Plan (MTP) update by estimating the funding that may be reasonably available during the 2021-2045 planning period. These forecasted revenues will be integrated with anticipated transportation investment needs to enable SRTC to prioritize investments and generate the MTP's fiscally constrained project list for the next planning period.

Organization of this Memo

This document is organized as follows:

- First, we present an **inventory** of potential revenue sources available to the region.
- Then, we summarize the **financial assumptions** that BERK developed based on historical revenues and in collaboration with the SRTC, Spokane Transit Authority (STA), and Washington State Department of Transportation (WSDOT).
- Finally, we present the **forecasted available revenues** during the planning horizon.

Potential Revenue Sources

This section summarizes potential local, state, and federal transportation revenue sources available to the SRTC region through the planning horizon year, 2045. We identify eligible transportation project types for each potential revenue source. Like the 2017 financial forecast update, this list is not intended to be all inclusive as additional funding mechanisms may be available, particularly at the local level. This forecast focuses on regional funding, and local jurisdictions may pursue new funding opportunities or tap into additional funding capacity in existing sources. More details on each source may be found in **Appendix A. Summary of Potential Revenue Sources**.

LOCAL SOURCES

Local government revenue sources may be either unrestricted or transportation-restricted.

- **Unrestricted revenues** are available for all general fund activities or broad categories of activities. This means transportation needs compete with many other local government needs, and funding may depend on a community's priorities and context. For cities and counties, unrestricted revenues may include property tax, retail sales and use tax, business and occupation tax, sales tax, utility tax, and real estate excise tax (REET).
- **Transportation-restricted revenues** are collected through specific legislation that limits use of revenues to transportation purposes. For cities and counties, these revenues may include transportation impact fees, fuel taxes, commercial parking taxes, local improvement districts, road improvement districts, and development agreements. Some local options are not feasible or



applicable to many communities; they may be only effective in certain locations, have limited eligibility, or depend on voter approval. For public transportation authorities, this included voter-authorized sales and use tax.

STATE SOURCES

State transportation funding to local governments primarily comes from the motor vehicle fuel tax (MVFT; also referred to as the gas tax in this report) revenue that is directly distributed to Spokane County and the cities and towns within the county. The 18th Amendment to the Washington State Constitution restricts the expenditure of gas tax and vehicle license fees deposited into the motor vehicle fund to “highway purposes”, broadly defined as having to do with the construction, reconstruction, maintenance, repair, engineering, and operation of highways, county roads, city streets, and bridges. The State also provides direct project appropriations and competitive grants and loans.

State dollars reach local jurisdictions in the SRTC region through three general channels:

- **Direct distributions** are direct allocations through the state gas tax, as well as direct transfers from the state Motor Vehicle and Multimodal Accounts, funded by the 2015 Connecting Washington Act. The state MVFT also funds the County Arterial Preservation Program (CAPP), which distributes revenue to counties on a formula basis.
- **Local project appropriations** are direct budget appropriations (earmarks) to specific projects.
- **State competitive programs** are competitively awarded state grant and loans programs, which include both state money and federal money that is managed and distributed by the County Road Administration Board (CRAB), Transportation Improvement Board (TIB), Freight Mobility Strategic Investment Board (FMSIB), WSDOT, and other agencies.

State Transportation Packages

State transportation funding packages passed by the Legislature may provide significant funding for transportation investments. In the last 20 years, the State passed the 2003 Nickel Package, 2005 Transportation Partnership Act, and 2015 Connecting Washington Act (CWA). The CWA is based on an 11.9 cent increase in the state gas tax and other transportation revenues and is expected to invest \$16 billion on state multimodal transportation infrastructure through 2032. The CWA expires prior to the horizon year of this MTP update, so legislatively allocated state transportation funding beyond 2032 depends on future revenue packages.

FEDERAL SOURCES

Federal funding flows to states and local governments through two main channels:

- **Bills that authorize transportation programs and funding ceilings over ranges of years.** The Fixing America’s Surface Transportation (FAST) Act was passed in December 2015, authorizing \$305 billion through September 30, 2020.



- **Annual appropriation bills that set annual spending levels for transportation programs.**

The State receives federal funds from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs. WSDOT Local Programs serves as the steward of FHWA funding for local government using FHWA funds. Spokane Transit is the designated recipient of FTA funds allocated to the Spokane urbanized area.

In Washington, the FAST Act Advisory Group has reviewed and recommended distributions of federal highway funds between the state and local jurisdictions in the past. This group most recently met in 2016, after the most recent reauthorization of the FAST Act.¹ FAST Act funds are allocated through programs, including the Surface Transportation Block Grant (STBG), STBG Set-Aside (formerly Transportation Alternatives), and Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The federal Highway Trust Fund (HTF) is the distribution mechanism for most programs in the FAST Act. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. The FAST Act extends the imposition of highway-user taxes through September 2022 with no change to tax rates. Federal motor fuel taxes are a primary source of income into the HTF.

Federal funds are passed along to local jurisdictions within the SRTC region through several mechanisms:²

- **Federal pass-through programs:** recipients are selected by SRTC through regional priority competitive programs. Programs include the STBG and STBG Set-Aside.
- **Federally managed programs:** projects and programs are selected by WSDOT through statewide competitive programs. Programs include the Local Bridge Program and the Highway Safety Improvement Program as well as rural transit mobility programs.
- **Federal discretionary programs:** grantees are selected federally through nationwide competitive programs.
- **Direct allocation of FTA funds:** federal transit funds allocated to the Spokane urbanized area under sections 5307, 5310 and 5339 of the Transportation Title of United States Code (USC 49). Funding under Section 5310 is subsequently awarded to subrecipients for purposes of enhancing mobility for seniors and individuals with disabilities as called for in the SRTC Coordinated Public Transit – Human Services Transportation Plan.

¹ WSDOT, <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/FedTransAct.htm>.

² WSDOT, <https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Financial Assumptions

This section details the core assumptions supporting the financial forecast for the 2021 MTP update. Funding sources were organized based on the point of expenditure: **local jurisdictions, the SRTC region, WSDOT, and STA**. BERK projected each revenue source through the planning horizon year of 2045 using the following assumptions developed in collaboration with SRTC, STA, and WSDOT.

For each revenue source, we projected future revenues using various methodologies, which were discussed and vetted with SRTC staff. These methodologies are as follows:

- Projecting from either the **latest actual value** or from an **average historical value**.
- Projecting using a **constant value** or a **specified growth rate**.
- Projecting based on **revenue forecasts provided by jurisdictions**.

INFLATION ADJUSTMENT

We show revenues in both year of expenditure (YOE\$) dollars and inflation-adjusted 2020 dollars (2020\$). We used the Bureau of Labor Statistics' Consumer Price Index for All Urban Consumers, U.S. West Cities – Size Class B/C. This assumes an annual 1.74% change from 2020 onward.³

COVID-19 RECESSION ADJUSTMENT

We estimated potential economic impacts from the COVID-19 pandemic for local and regional revenue sources based on financial forecasting from the Washington State Transportation Revenue Forecast Council (TRFC) and the Washington State Economic and Revenue Forecast Council (ERFC).⁴ Revenue estimates for WSDOT and the STA also included estimated economic impacts from the COVID-19 pandemic based on existing projections from the TRFC and STA, respectively.

LOCAL JURISDICTIONS: SPOKANE COUNTY AND CITIES

For Spokane County and the 13 cities in the SRTC region,⁵ we categorized revenues using WSDOT data and the following categorizations, which are consistent with the prior MTP update:

- **Local:** property taxes, sales tax, special assessments, general fund appropriations, local road user taxes and fees, other local receipts, and bond proceeds.
- **State:** state fuel tax distributions, state grants, other state funds, ferry tolls.

³ Bureau of Labor Statistics. For reference, the CPI using U.S. City Average assumes 1.72%. The CPI for Seattle-Tacoma-Bellevue assumes 2.26% annual change.

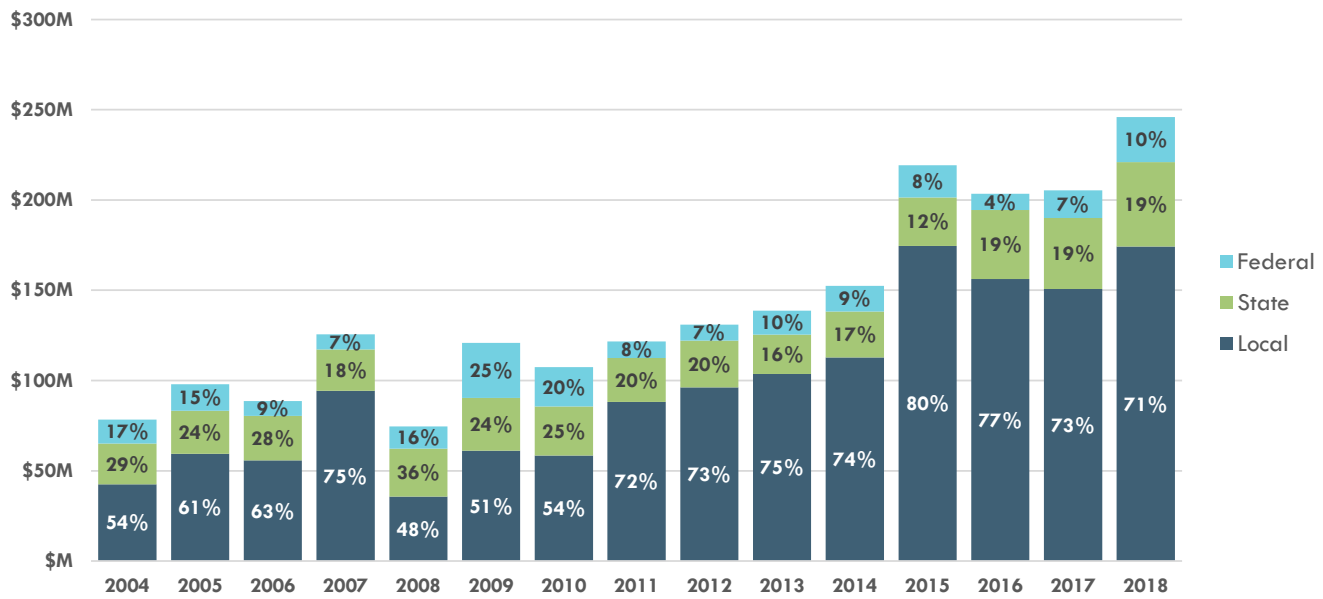
⁴ BERK's forecast model allows SRTC staff to adjust this COVID-19 impact: turning this on or off, adjusting the specific 2020 and 2021 year impacts, and adjusting the recovery year.

⁵ Airway Heights, Cheney, Deer Park, Fairfield, Latah, Liberty Lake, Medical Lake, Millwood, Rockford, Spangle, Spokane, Spokane Valley, and Waverly.

- **Federal:** federal revenues including funding from the highway trust fund.

Between 2004 and 2018, historical revenues steadily increased from **\$75 million** to **\$250 million** in year of expenditure dollars (YOE\$). Inflation-adjusted average annual revenues for 2004 through 2018 were **\$171 million** in 2020 dollars (2020\$). Since 2011, 70-80% of these revenues have been locally generated, as shown in Exhibit 1.

Exhibit 1. Historical Transportation Revenues for Spokane County and Cities, 2004-2018 (YOE\$)



Sources: WSDOT City Streets and County Roads Merged Dataset, 2004-2018; BERK, 2020.

We used the following assumptions to project revenues for Spokane County and cities in the region:

- **State and federal revenues** to local jurisdictions tend to fluctuate year by year, but over time they have remained relatively constant in real terms. Except for motor vehicle fuel tax distributions, we projected federal and state revenues forward using a constant average historical value in 2020\$.
- **Motor vehicle fuel tax distributions** are allocated per capita by the State to the County and cities. We projected fuel tax distributions forward from the latest actual value in YOE\$ using growth rates derived from WSDOT's projected motor vehicle fuel tax collections to local jurisdictions through the 2027-2029 biennium from the TRFC. We extended the growth rate projections through 2045 to match SRTC's MTP update horizon year. Growth rates from TRFC are adjusted based on population growth estimates for the SRTC region and Washington State. Population growth estimates for the SRTC region align with SRTC's 2019 land use forecast.
- **Property tax** growth is limited by state law to 1% plus new construction. We assumed a growth rate of 1% per year in YOE\$ as a conservative estimate of property tax growth. Because assessed value typically grows at a higher rate than inflation, this means that revenues decrease in real terms.
- **General Fund appropriations and other local receipts** are growing in real terms, so we projected a

specified growth rate of 3% per year in YOES\$.

- **Special assessments** and **local road user taxes** fluctuate year by year, but over time they have remained relatively constant in real terms. We projected these revenues using a constant historical average value in 2020\$.
- **Bond proceeds** also fluctuate year to year and are dependent on local jurisdictions issuing debt and needing to financing large capital projects. As such, given the wide variation in revenue levels year to year, we projected these revenues using a constant historical average value in 2020\$.

Exhibit 2. Financial Forecast Assumptions for Spokane County and Cities

Revenue Source	Category	Projection Method and Assumptions
Bond Proceeds	Local	Average 2004-2018 value in 2020\$, constant
General Fund Appropriations	Local	Specified growth rate of 3% per year in YOES\$
Local Road User Taxes	Local	Average 2004-2018 value in 2020\$, constant
Other Local Receipts	Local	Specified growth rate of 3% per year in YOES\$
Property Taxes	Local	Specified growth rate of 1% per year in YOES\$
Special Assessments	Local	Average 2004-2018 value in 2020\$, constant
Other State Funds	State	Average 2004-2018 value in 2020\$, constant
State Fuel Tax Distributions	State	Latest actual value in YOES\$; growth rates derived from State's Transportation Revenue Forecast Council and adjusted per SRTC's population projections aligning with 2019 Land Use Update and OFM's population growth projections for Washington State
Federal Revenues	Federal	Average 2004-2018 value in 2020\$, constant

Sources: TRFC, 2020; SRTC, 2020; BERK, 2020.

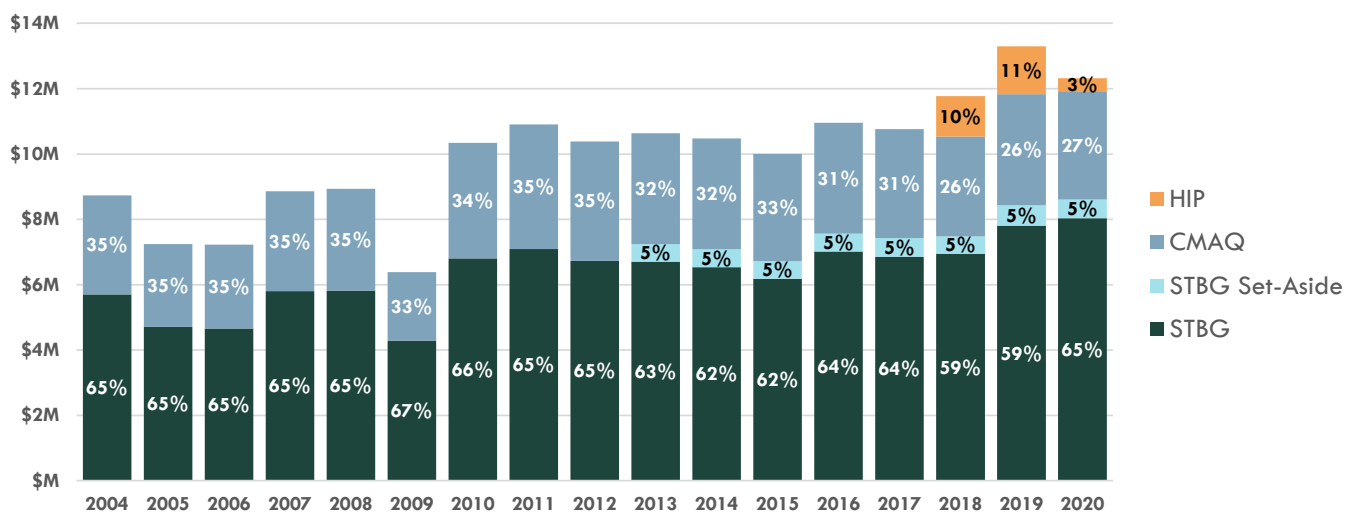
REGIONAL: SRTC

Federal funding allocated to the SRTC region includes the following sources:

- **Surface Transportation Block Grants (STBG).** SRTC received on average **\$7.4 million** (2020\$) in STBG funding from 2013-2020. This amount has been relatively constant.
- **STBG Set Aside allocations.** SRTC received on average **\$590,000** (2020\$) in STBG set aside allocations from 2013-2020. This amount has also been relatively constant.
- **Congestion Mitigation and Air Quality Improvement (CMAQ) funds.** SRTC received on average **\$3.5 million** (2020\$) in CMAQ funding from 2013-2020. Like STBG funding, this has been relatively constant.
- **Highway Improvement Funds (HIP).** HIP allocations started in 2018. SRTC has received around **\$1.4 million** in 2018 and 2019 but just under **\$500,000** in 2020 (2020\$). In the current federal funding climate, we do not expect these funds to continue.

Between 2013-2020, annual federal allocations to SRTC were **\$10 to \$12 million (YOES)**, as shown in Exhibit 3. Adjusted for inflation, SRTC received on average **\$11.9 million** (2020\$) annually.

Exhibit 3. Historical Federal Transportation Funding for SRTC Region, 2004-2020 (YOES)



Sources: SRTC, 2020; BERK, 2020.

We used the following assumptions to project revenues:

- STBG and STBG Set-Aside funds are relatively constant in real terms, so we projected a constant 2020\$ amount reflecting a historical average value.
- In consultation with SRTC staff, we assumed that HIP funding will not continue beyond 2020 and that CMAQ funds will not continue after 2025, which is SRTC's attainment year.

Exhibit 4. Financial Forecast Assumptions for SRTC Region

Revenue Source	Projection Method and Assumptions
STBG	Average 2013-2020 value in 2020\$, constant
STBG Set-Aside	Average 2013-2020 value in 2020\$, constant
CMAQ	Average 2013-2020 value in 2020\$, constant Assume this does not continue beyond 2025, which is SRTC attainment year
HIP	Assume this funding does not continue beyond 2020

Sources: WSDOT, 2020; SRTC, 2020; BERK, 2020.

WSDOT

This WSDOT revenue forecast relies on the TRFC's June 2020 projections. TRFC estimates WSDOT revenues through the 2027-2029 biennium. WSDOT staff allocated revenues to the Spokane region using various allocation factors, including population, vehicle registrations, and rental car tax revenue. BERK extended the forecast through 2045 to match SRTC's MTP update horizon year.

Legislatively Funded Projects

In addition to WSDOT funds, the SRTC region may receive dedicated funding for projects through the Connecting Washington Act (CWA) or other legislatively funded projects. BERK estimated this funding by reviewing how much the Spokane region has received and is expected to receive from the following past revenue packages: the 2003 Nickel Package, 2005 Transportation Partnership Act, and 2015 CWA (funding through 2031). The Spokane region has received and is expected to receive a total of around **\$1.4 billion** from these packages starting in 2003 through 2031. This is an average of \$47 million per year (YOE\$), which we extended from 2032 through 2045. This methodology aligns with the estimation method from the 2017 MTP update.

Exhibit 5. Financial Forecast Assumptions for WSDOT and Legislatively Funded Projects

Revenue Source	Projection Method and Assumptions
Motor vehicle fuel tax	TRFC; Allocated to SRTC region based on OFM population estimates
Vehicle related fees	TRFC; Allocated to SRTC region based on 2020 vehicle registration count
Driver related fees	TRFC; Allocated to SRTC region based on OFM population estimates
Other business-related revenue	TRFC; Allocated to SRTC region based on OFM population estimates
Rental car tax and vehicle sales tax	TRFC; Allocated to SRTC region based on 2003-2013 car rental tax revenue
CWA/Additional Legislative Bills	Average 2003-2031 value in YOE\$, constant

Sources: WSDOT, 2020; BERK, 2020.

SPOKANE TRANSIT AUTHORITY

Spokane Transit Authority (STA) categorizes revenues as follows:

- **Operating revenue**

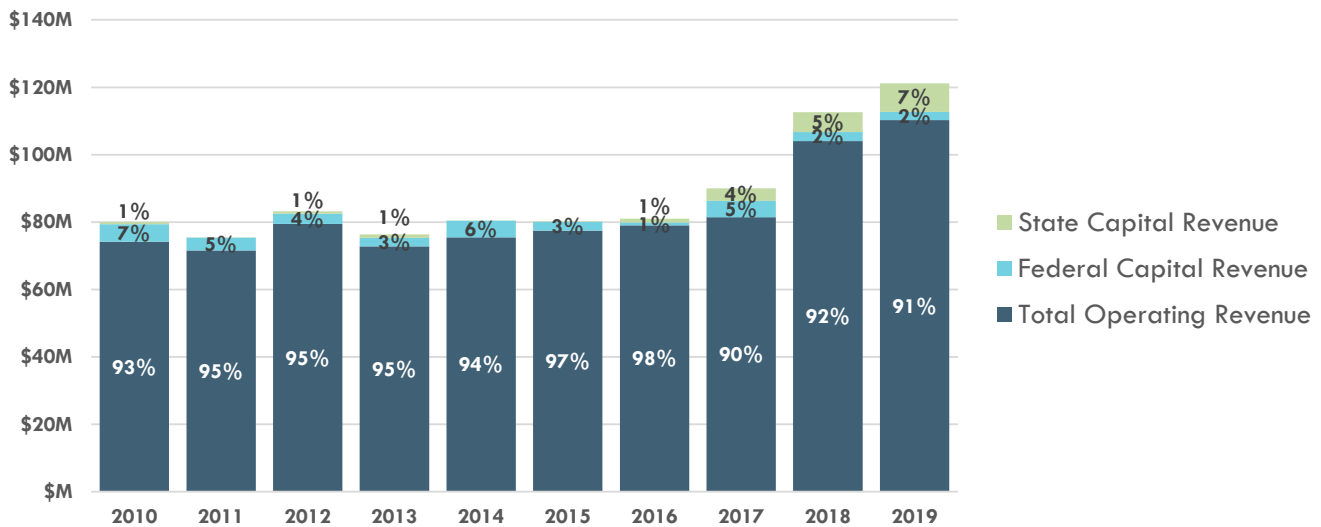
- *Fare revenue:* STA maintains a convenient, reasonably priced fare structure aimed at increasing ridership within its service area. STA seeks to regularly balance revenue with services. Its most recent fare change took effect in two phases: Phase 1 effective July 1, 2017 with base fares changing from \$1.50 to \$1.75 and Phase 2 effective July 1, 2018 with base fares changing from \$1.75 to \$2.00.
- *Sales tax revenue:* The voter-approved retail sales tax is the largest contributor to STA's operating revenue, accounting for nearly 80%. The 0.6% baseline retail sales rate levied across the Public Transportation Benefit Area was permanently authorized by voters in 2008. In 2016, STA received approval from voters to receive a retail sales tax increase of up to 0.2%; 0.1% in April 2017 and 0.1% in April 2019. Both tax increases are being used to expand transit services to new areas, extend hours on all basic and frequent routes and launch a bus rapid transit system. A ballot proposition will be required to extend the tax beyond the current sunset of December 2028.
- *Grant revenue for preventative maintenance (Section 5307), and state special needs grants*
- *Miscellaneous revenue such as investment income, and other sources.*

- **State capital revenue**

- **Federal capital revenue (Sections 5310 and 5339)**

Between 2010 and 2019, historical revenues increased from around **\$70 million to \$120 million (YOES)**, as shown in [Exhibit 6](#). Adjusted for inflation, average annual revenues for 2010 through 2019 were around **\$90 million** in 2020\$. The increase in total operating revenues between 2017 and 2019 is largely associated with voter-approved tax rate increases.

Exhibit 6. Historical Transportation Funding for STA, 2010-2019 (YOE\$)



Sources: STA, 2020; BERK, 2020.

STA provided annual financial projections through 2038, and BERK extended these through to the MTP planning horizon year, 2045.

Fare Revenue: In the short-term, STA estimates that ridership will remain constrained in line with pandemic conditions and will slowly resume their recovery toward 2019 levels by 2022. STA expects to see ridership grow modestly year-over-year over the forecast period by 1% across its lines of service.

STA periodically undertakes a review of its tariff policy to achieve a farebox recovery of 20% of operating costs. Such a review will be undertaken during the forecast period.

Sales Tax Revenue: For voter-approved retail sales tax, STA's financial projections assume a six-year economic recovery from the COVID-19 pandemic with an estimated \$126.3 million cumulative revenue loss relative to prior year forecasts.⁶

The current additional 0.2% approved by voters in 2016 is assumed to continue through the remainder of the forecast period. STA is developing its next long-range plan and estimates leveraging the additional 0.1% available, for a total of 0.9%. This revenue could begin in 2032 and would be used to cover additional capital and operating costs to deliver this long-range plan. Given the preliminary nature of this planning activity, neither the revenue nor the uses of funding have been reflected in the forecast.

Grant and Miscellaneous Revenues: STA projected a 1% year-over-year growth for these categories through 2038.

Exhibit 7. Financial Forecast Assumptions for STA

Revenue Source	Projection Method
State Capital Revenue	Provided by STA through 2038, extended by BERK to 2045
▪ Fare Revenue	
▪ Sales Tax Revenue	
▪ Grant Revenue	
▪ Miscellaneous Revenue	
Federal Capital Revenue	Provided by STA through 2038, extended by BERK to 2045
Total Operating Revenue	Provided by STA through 2038, extended by BERK to 2045

Source: STA, 2020.

Forecasted Revenues

Based on the financial assumptions outlined in the prior section, BERK developed the following financial forecasts in collaboration with the SRTC, STA, and WSDOT. These projections considered the region's historical financial situation and assumptions on future revenues.

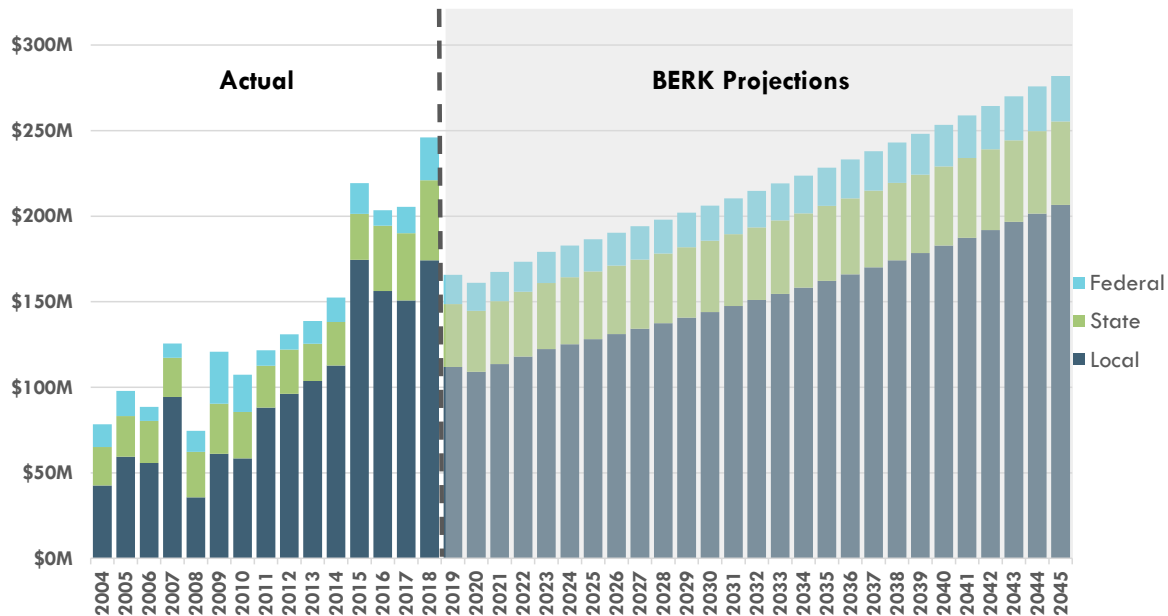
Given a level of uncertainty inherent in projecting revenues over a 25-year planning time frame, it is important to note that the following revenue projections are not intended to be precise on a year-to-year basis. Instead, these revenue projections are intended to capture trends over the 25-year planning time frame and to inform SRTC's planning in generating the MTP's fiscally constrained project list for the next planning period.

As detailed in the Financial Assumptions section, our forecast assumptions vary across revenue sources. Overall, these forecast assumptions lean more conservative than aggressive through the planning time frame, particularly for revenue sources with a significant amount of historical variation. Our model adjusts for historical volatility as well as estimated COVID-19 recession impacts by basing projections on average historical values rather than from recent potential peak values. Where applicable, we also adjusted for the region's population growth relative to the state's overall population growth.

LOCAL JURISDICTIONS: SPOKANE COUNTY AND CITIES

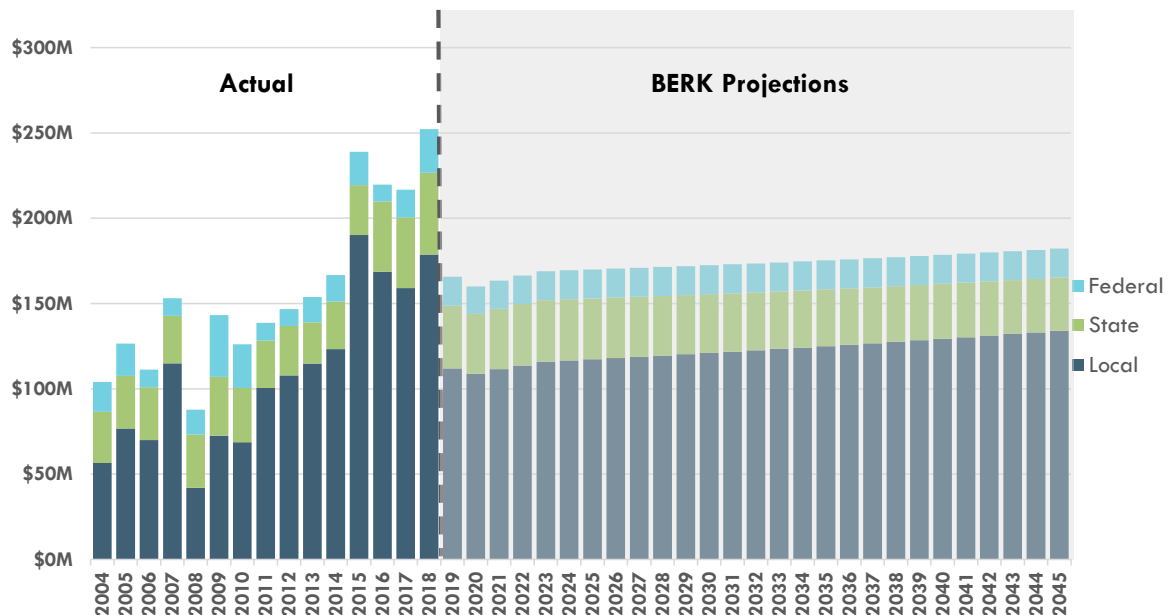
Exhibit 8 and Exhibit 9 show forecasted revenues for local jurisdictions in YOE\$ and 2020\$.

Exhibit 8. Projected Revenues for Local Jurisdictions (County and Cities), 2021-2045 (YOE\$)



Sources: WSDOT City Streets and County Roads Merged Dataset, 2004-2018; BERK, 2020.

Exhibit 9. Projected Revenues for Local Jurisdictions (County and Cities), 2021-2045 (2020\$)

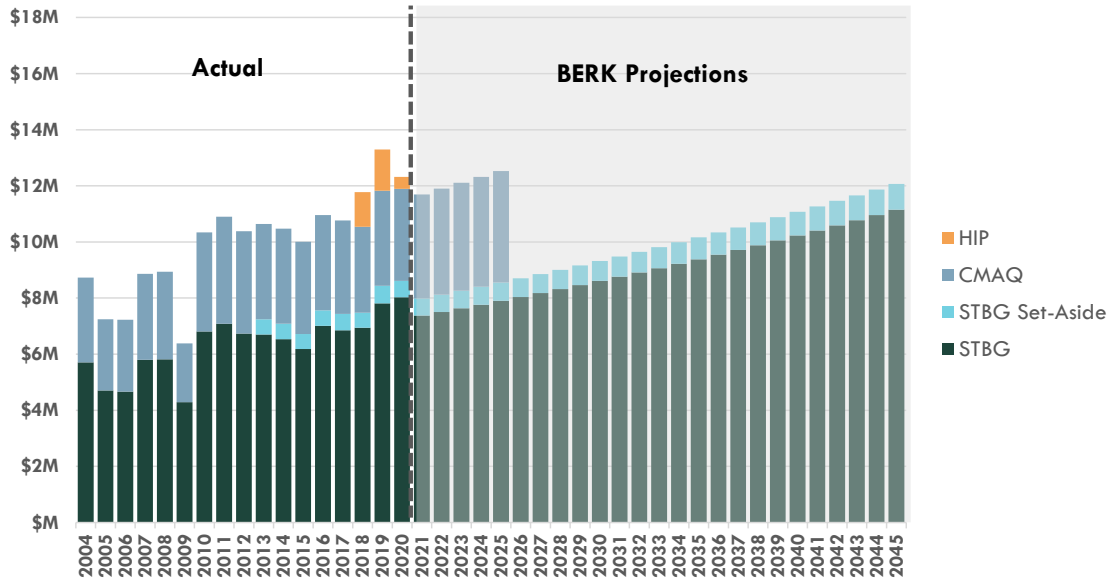


Sources: WSDOT City Streets and County Roads Merged Dataset, 2004-2018; BERK, 2020.

REGIONAL: SRTC

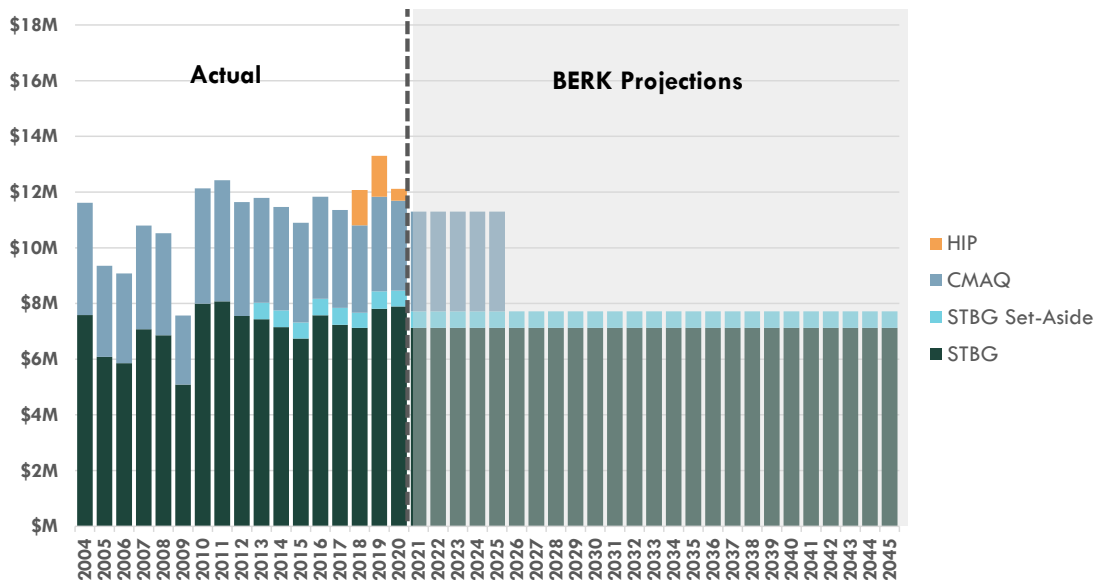
Exhibit 10 and Exhibit 11 show forecasted federal funding allocations to the SRTC region in YOE\$ and 2020\$.

Exhibit 10. Projected Federal Transportation Funding for the SRTC Region, 2021-2045 (YOE\$)



Notes: HIP funding is not anticipated to continue after 2020. CMAQ funding is not anticipated to continue after 2025.
Sources: SRTC, 2020; BERK, 2020.

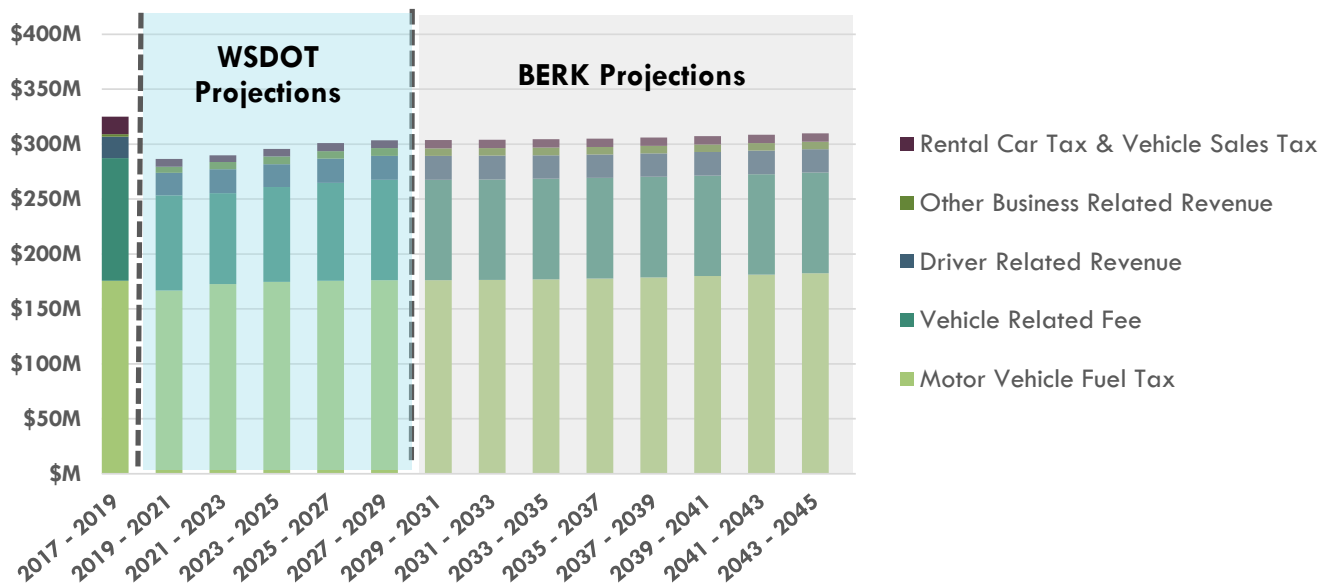
Exhibit 11. Projected Federal Transportation Funding for the SRTC Region, 2021-2045 (2020\$)



Notes: HIP funding is not anticipated to continue after 2020. CMAQ funding is not anticipated to continue after 2025.
Sources: SRTC, 2020; BERK, 2020.

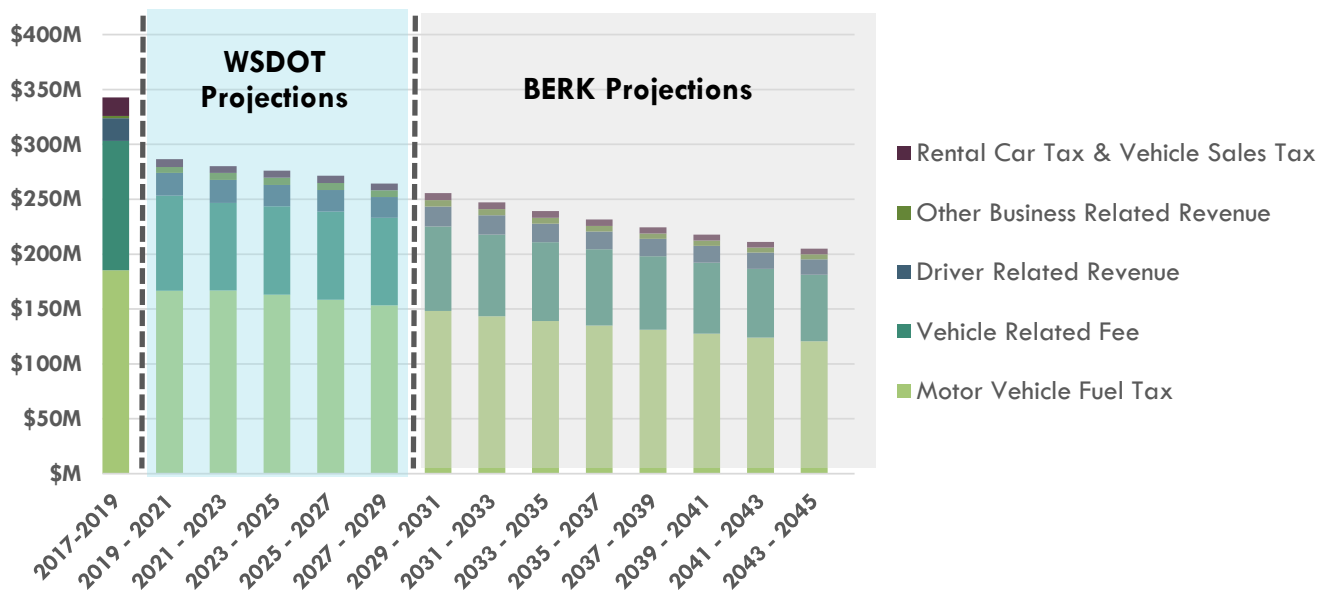
Exhibit 12 and Exhibit 13 show projected WSDOT revenues in the SRTC region in YOE\$ and 2020\$.

Exhibit 12. Projected WSDOT Revenues in the SRTC Region, 2021-2045 (YOE\$)



Sources: WSDOT, 2020; BERK, 2020.

Exhibit 13. Projected WSDOT Revenues in the SRTC Region, 2021-2045 (2020\$)

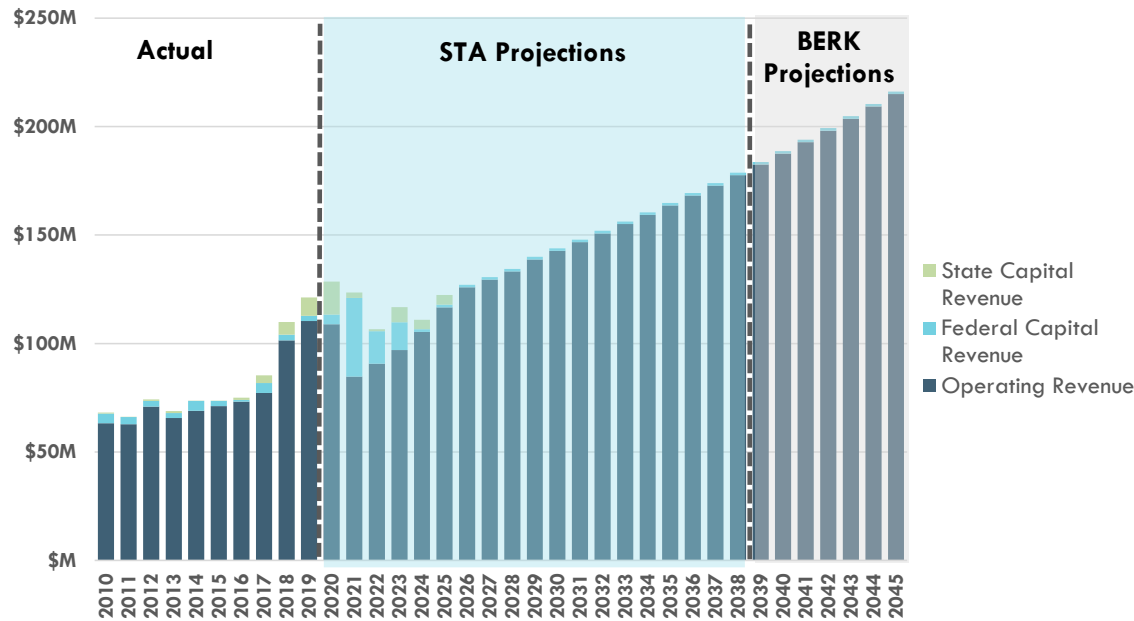


Sources: WSDOT, 2020; BERK, 2020.

SPOKANE TRANSIT AUTHORITY

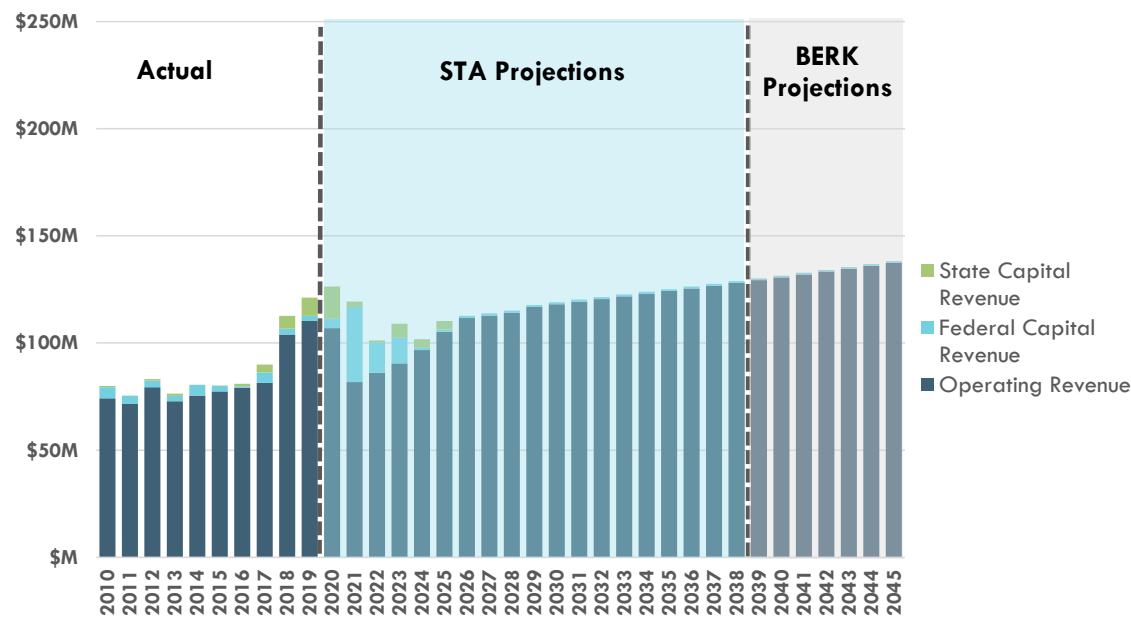
Exhibit 14 and Exhibit 15 show projected revenues for STA in YOES\$ and 2020\$. STA forecasts a dip in operating revenues in 2021 and recovery from 2021-2024, recovering to 2019 levels by 2025.

Exhibit 14. Projected STA Revenues, 2021-2045 (YOES\$)



Sources: STA, 2020; BERK, 2020.

Exhibit 15. Projected STA Revenues, 2021-2045 (2020\$)



Sources: STA, 2020; BERK, 2020.

TOTAL PROJECTED REVENUES

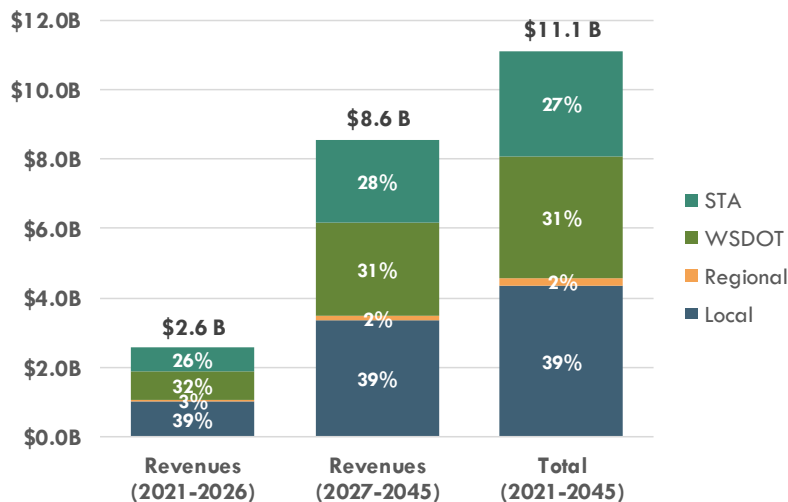
This forecast estimates that the SRTC region will have approximately **\$11.1 billion** in available revenues for the planning period of 2021-2045, including **\$2.6 billion** over the next six years (2021-2026) in 2020\$ as shown in Exhibit 16 and Exhibit 17. In year of expenditure dollars, the forecast estimates that the SRTC region will have approximately \$14.2 billion in available revenues for the period of 2021-2045, with \$2.7 billion over the next six years (Exhibit 18).

Forecasting revenues inherently involves some uncertainty. Additionally:

- Economic fluctuations stemming from the **COVID-19 pandemic** are ongoing. We incorporated potential COVID-19 impacts based on financial forecasting from the TRFC and ERFC, and revenue estimates provided by WSDOT and STA also incorporated some impacts of the COVID-19 pandemic.
- Some revenue sources, such as motor vehicle fuel tax distributions and sales tax revenues, may be particularly **sensitive to changes in transportation usage and consumption patterns**.
- **New revenue tools or sources** may be enacted beyond those that currently exist.⁶

Using the best available information and in consultation with SRTC staff, we developed the following revenue estimates to provide guidance to SRTC’s planning in generating the MTP’s fiscally constrained project list for the next planning period.

Exhibit 16. Total Projected Revenues, 2021-2045 (2020\$)



Note: Labels may not sum to 100% due to rounding.
 Sources: SRTC, 2020; STA, 2020; WSDOT City Streets and County Roads Merged Dataset, 2004-2018; WSDOT, 2020; BERK, 2020.

⁶ BERK’s forecast model allows SRTC staff to input additional revenue if this scenario arises.

Exhibit 17. Total Projected Revenues, 2021-2045 (2020\$)

Jurisdiction	Source	Revenues (2021-2026)	Revenues (2027-2045)	Total (2021-2045)	%
Local	Local	\$693,300,000	\$2,395,200,000	\$3,088,500,000	28%
	State	\$214,300,000	\$628,800,000	\$843,100,000	8%
	Federal	\$101,100,000	\$322,700,000	\$423,800,000	4%
Regional (SRTC)	STBG	\$42,700,000	\$135,400,000	\$178,100,000	2%
	STBG Set Aside	\$3,500,000	\$11,200,000	\$14,700,000	0.1%
	CMAQ	\$17,900,000	\$0	\$17,900,000	0.2%
	HIP	\$0	\$0	\$0	0%
WSDOT	Motor Vehicle Fuel Tax	\$488,300,000	\$1,281,200,000	\$1,769,500,000	16%
	Vehicle Related Fee	\$240,600,000	\$656,600,000	\$897,200,000	8%
	Driver Related Revenue	\$60,200,000	\$154,100,000	\$214,300,000	2%
	Other Business Related Revenue	\$19,300,000	\$49,500,000	\$68,800,000	1%
	Rental Car Tax & Vehicle Sales Tax	\$19,100,000	\$54,200,000	\$73,300,000	1%
	CWA/Additional Bills	\$0	\$469,400,000	\$469,400,000	4%
STA	Operating Revenue	\$572,100,000	\$2,384,200,000	\$2,956,300,000	27%
	Federal Capital Revenue	\$64,200,000	\$16,600,000	\$80,800,000	1%
	State Capital Revenue	\$18,100,000	\$0	\$18,100,000	0.2%
TOTAL		\$2,554,700,000	\$8,559,100,000	\$11,113,800,000	100%

Notes: HIP funding is not anticipated to continue after 2020. CMAQ funding is not anticipated to continue after 2025.

Sources: SRTC, 2020; STA, 2020; WSDOT City Streets and County Roads Merged Dataset, 2004-2018; WSDOT, 2020; BERK, 2020.

Exhibit 18. Total Projected Revenues, 2021-2045 (YOE\$)

Jurisdiction	Source	Revenues (2021-2026)	Revenues (2027-2045)	Total (2021-2045)	%
Local	Local	\$738,500,000	\$3,185,600,000	\$3,924,100,000	28%
	State	\$231,700,000	\$843,600,000	\$1,075,300,000	8%
	Federal	\$109,300,000	\$434,400,000	\$543,700,000	4%
Regional (SRTC)	STBG	\$46,200,000	\$182,200,000	\$228,400,000	2%
	STBG Set Aside	\$3,800,000	\$15,100,000	\$18,900,000	0.1%
	CMAQ	\$19,200,000	\$0	\$19,200,000	0.1%
	HIP	\$0	\$0	\$0	0%
WSDOT	Motor Vehicle Fuel Tax	\$523,000,000	\$1,697,700,000	\$2,220,700,000	16%
	Vehicle Related Fee	\$257,900,000	\$869,000,000	\$1,126,900,000	8%
	Driver Related Revenue	\$64,500,000	\$203,800,000	\$268,300,000	2%
	Other Business Related Revenue	\$20,700,000	\$65,400,000	\$86,100,000	1%
	Rental Car Tax & Vehicle Sales Tax	\$20,500,000	\$71,800,000	\$92,300,000	1%
	CWA/Additional Bills	\$0	\$655,200,000	\$655,200,000	5%
STA	Operating Revenue	\$620,400,000	\$3,226,800,000	\$3,847,200,000	27%
	Federal Capital Revenue	\$67,300,000	\$22,100,000	\$89,400,000	1%
	State Capital Revenue	\$19,500,000	\$0	\$19,500,000	0.1%
TOTAL		\$2,742,500,000	\$11,472,700,000	\$14,215,200,000	100%

Notes: HIP funding is not anticipated to continue after 2020. CMAQ funding is not anticipated to continue after 2025.

Sources: SRTC, 2020; STA, 2020; WSDOT City Streets and County Roads Merged Dataset, 2004-2018; WSDOT, 2020; BERK, 2020.

Appendix A. Summary of Potential Revenue Sources

Exhibit 19 summarizes federal, state, and local transportation revenue sources potentially available to jurisdictions within the SRTC region. The table includes the authorizing statute, whether the source is restricted to transportation purposes, whether it may be used on programmatic and/or capital expenditures, and whether the option requires voter approval. Additional detail around these revenue sources follow the table on page 30.

Exhibit 19. Potential Revenue Sources for the SRTC Region

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Federal Sources					
National Highway Performance Program (NHPP) 23 U.S.C. Section 119	✓	To fund construction and maintenance projects located in the National Highway System (NHS) – which includes the entire Interstate system and all other highways classified as principal arterials.	✓	✓	No
Surface Transportation Block Grant (STBG) Program 23 U.S.C. Section 133	✓	Provides flexible funding that may be used by states and local governments for surface transportation improvement projects.	✓	✓	No
STBG Set-Aside 23 U.S.C. Section 133	✓	To fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school and other transportation-related activities.	✓	✓	No
Congestion Mitigation and Air Quality Improvement (CMAQ) Program 23 U.S.C. Section 149	✓	Provides flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.	✓	✓	No
Highway Safety Improvement Program (HSIP) 23 U.S.C. Section 148	✓	Provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	✓	✓	No
Metropolitan Planning Program 23 U.S.C. Section 134	✓	To assist regions in meeting requirements for developing and updating long-range plans and short-term transportation improvement programs.	✓	✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Transportation Infrastructure Finance and Innovation Act (TIFIA) 23 U.S.C. Section 601	✓	Provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.		✓	No
Community Development Block Grant (CDBG) Programs 42 U.S.C. Section 5301		Federal funds available to cities and counties for a variety of public facilities including transportation improvements, housing, and economic development projects that benefit low to moderate income households.		✓	No
Urbanized Area Formula Funding Program 49 U.S.C. Section 5307	✓	Largest of FTA's grant programs; provides funding to urbanized areas (population of 50,000 or more) for transit capital and operating assistance and for transportation related planning.	✓	✓	No
Fixed Guideway Capital Investment Grants 49 U.S.C. Section 5309	✓	Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.		✓	No
Enhanced Mobility of Seniors and Individuals with Disabilities 49 U.S.C. Section 5310	✓	To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	✓	✓	No
Bus and Bus Facilities Formula Grants 49 U.S.C. Section 5339	✓	To replace, rehabilitate, and purchase buses and related equipment; and to construct bus-related facilities	✓	✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Better Utilizing Investment to Leverage Development (BUILD) Program P.L. 115-141	✓	Funds planning and capital projects in surface transportation infrastructure. Funded from federal appropriations and awarded on a competitive basis.	✓	✓	No
Highway Infrastructure Program (HIP) P.L. 115-141	✓	Annual appropriations that provide funding to construct highways bridges, and tunnels.		✓	No
Payments in Lieu of Taxes Federal Law 31 U.S.C. Chapter 69		Because government agencies are exempt from property tax, counties with large areas of state and federal land do not receive road fund revenues from these properties. But those counties are still responsible for maintaining roads in and around these properties. To address this discrepancy, some state and federal agencies provide counties with payments in lieu of taxes.	✓	✓	No
State Sources					
Local Project Appropriations for Transportation Projects	✓	<ul style="list-style-type: none"> Legislature may make direct appropriations to specific transportation projects in the state budget. 	✓	✓	No
State Motor Vehicle Fuel Tax (MVFT) (state gas tax distribution) RCW 82.38 RCW 46.68.090	✓	<ul style="list-style-type: none"> Limited to “transportation purposes” per RCW 82.80.070 and “highway purposes” per the 18th Amendment. Distributed to cities and counties; city portion is based on a per capita (population) basis while county portion is distributed based on population, road costs, and financial need. State transfers an additional portion from Transportation Partnership Account beginning in 2005. State transfers an additional portion from State Motor Vehicle Account under Connecting Washington Act starting 2015. 	✓	✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
State Multimodal Account Distribution RCW 46.68.126	✓	<ul style="list-style-type: none"> State transfers a portion from the State Multimodal Account under Connecting Washington Act starting 2015. Distributed to all cities and counties on a per capita (population) basis. 	✓	✓	No
County Arterial Preservation Program (CAPP) RCW 46.68.090 WAC 136-300	✓	<ul style="list-style-type: none"> Funded by 0.45 cents per gallon of the state MVFT from the State Motor Vehicle Account. Distributed by CRAB to counties based on share of paved county road miles. May be used to administer a pavement management system and for capital expenditures. 	✓	✓	No
Rural Arterial Program (RAP) RCW 46.68.090 WAC 136-100	✓	<ul style="list-style-type: none"> Funded by 0.58 cents per gallon of the state MVFT from the State Motor Vehicle Account. Awarded to counties by CRAB on a competitive basis within five state regions. Funds support improvement and reconstruction of rural arterials and collectors. 		✓	No
Freight Mobility Strategic Investment Board (FMSIB) Grants RCW 47.06A WAC 226.01	✓	<ul style="list-style-type: none"> To support statewide freight mobility transportation system. FMSIB selects and prioritizes projects for funding. 		✓	No
Transportation Improvement Board (TIB) Grants RCW 47.04.320 WAC 479-10-500 WAC 479-10-510	✓	<ul style="list-style-type: none"> Funded by state gas tax. Grants primarily fund urban programs for jurisdictions with population greater than 5,000 or more (local match of 20% or greater required) and small city programs for jurisdictions with population of less than 5,000 (local match of 5% or greater required). 		✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Public Works Board, Construction Loan Program RCW 43.155.050		<ul style="list-style-type: none"> ■ To provide low-interest loans for public infrastructure construction and rehabilitation ■ Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance. 		✓	No
Regional Mobility Grant Program RCW 47.66.030	✓	<ul style="list-style-type: none"> ■ To support local efforts to improve transit mobility. 	✓	✓	No
Public Transportation – Consolidated Grant Awards	✓	<ul style="list-style-type: none"> ■ Funded by federal and state funds. ■ To improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and offer public transportation services to seniors and persons with disabilities 	✓	✓	No
WSDOT Local Programs: Safe Routes to School RCW 47.04.300	✓	<ul style="list-style-type: none"> ■ Funded by federal and state funds for projects that improve conditions for and encourage children to walk and bike to school. 		✓	No
WSDOT Local Programs: Pedestrian & Bicycle Funding	✓	<ul style="list-style-type: none"> ■ Funded by federal and state funds for projects that enhance safety and mobility for people who walk or bike. 		✓	No
Local Sources: Transportation-Restricted					
County Road Fund Property Tax RCW 36.82.040 RCW 84.55.050	✓	<ul style="list-style-type: none"> ■ To fund construction, alteration, repair, improvement, and maintenance of county roads and other transportation capital facilities; funds county engineer's office. 	✓	✓	No Yes, for levy lid lift
Commercial Parking Tax RCW 82.80.030	✓	<ul style="list-style-type: none"> ■ For general "transportation purposes" per RCW 82.80.070. ■ Subject to planning provisions. 	✓	✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Local Improvement District (LID) / County Road Improvement District (RID) RCW 35.43 RCW 36.88	✓	<ul style="list-style-type: none"> ▪ LIDs used to fund improvements in specific areas, which must directly benefit nearby property owners. ▪ RIDs are enacted by counties. ▪ RIDs used to fund acquisition of rights-of-way for county roads and construction of or improvements to county roads and associated facilities. 		✓	No
Local Option Motor Vehicle Fuel Tax (MVFT) RCW 82.80.010	✓	<ul style="list-style-type: none"> ▪ Maximum allowable rate equal to 10% of the state MVFT rate. ▪ Revenues are shared with cities and towns in the county. ▪ No county has successfully imposed a local option MVFT. 	✓	✓	Yes
Transportation Benefit District – Sales and Use Tax RCW 36.73 RCW 82.14.0455	✓	<ul style="list-style-type: none"> ▪ For transportation improvements on state highways, county roads, and city streets. ▪ Limited to “transportation purposes” per RCW 82.80.070. ▪ 	✓	✓	Yes
Transportation Benefit District – Vehicle Licensing Fee <i>This option may be eliminated if Initiative 976 goes into effect.</i> RCW 36.73 RCW 36.73.065 RCW 82.80.140	✓	<ul style="list-style-type: none"> ▪ For transportation improvements on state highways, county roads, and city streets. ▪ Limited to “transportation purposes” per RCW 82.80.070. ▪ Up to \$100 per vehicle. 	✓	✓	No, up to \$50. Yes, above \$50 up to \$100.

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Transportation Impact Fees RCW 82.02.050 (GMA) RCW 39.92 (LTA)	✓	<ul style="list-style-type: none"> Under GMA, only for public streets and roads addressed by a capital facilities plan element of a GMA comprehensive plan. Under LTA, any local government may impose to pay for transportation infrastructure related to demand generated by new development. 		✓	No
Tolls RCW 47.56.820	✓	<ul style="list-style-type: none"> Paid by users and limited to repayment of bonds to finance construction or covering operating costs of the toll facility 	✓	✓	No
On-Street Parking Fees WAC 308-330-650	✓	<ul style="list-style-type: none"> Proceeds from on-street parking fees may be used for administrative costs, parking studies, and acquisition and maintenance of off-street parking facilities. 		✓	No
Development Agreements/Subdivision Exactions RCW 58.17 RCW 36.70B	✓	<ul style="list-style-type: none"> Local governments may require that developers install, at their expense, certain facilities or improvements including streets, curbs and gutters, sidewalks, and transit stops. 		✓	No
State Environmental Policy Act (SEPA)/Environmental Mitigation RCW 43.21C	✓	<ul style="list-style-type: none"> Local governments may impose mitigating conditions, including streets, traffic signals, or additional lanes, relating to a project's environmental impacts 		✓	No
Voluntary Agreements RCW 82.02.020	✓	<ul style="list-style-type: none"> Allows for contributions, either in the form of land, mitigation of a direct impact of the development, or payments in lieu of land or mitigation, from developer to local government to facilitate development. 		✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Local Sources: Non-Restricted					
Property Tax Title 84 RCW RCW 84.55.050		<ul style="list-style-type: none">▪ Not restricted.▪ Limited to a maximum rate of \$1.80 per \$1,000 of assessed value in incorporated areas.▪ Limited to a maximum combined rate (including county road fund levy) of \$4.05 in unincorporated areas.	✓	✓	No Yes, for levy lid lift or excess levy
Retail Sales & Use Tax RCW 82.08 RCW 82.14.030		<ul style="list-style-type: none">▪ Not restricted.▪ Limited to a maximum rate of 1%.	✓	✓	No
Business and Occupation Tax RCW 35.22.280(32)		<ul style="list-style-type: none">▪ Not restricted.▪ May be used by cities.▪ Rates may not exceed 0.2% of gross receipts unless grandfathered in or approved by voters.	✓	✓	No
Utility Tax RCW 35.22.280(32)		<ul style="list-style-type: none">▪ Not restricted.▪ May be used by cities.▪ Maximum tax rate may not exceed 6% for electric, gas, steam, and telephone services unless approved by voters.▪ No limitation on the tax rate for water, sewer, solid waste, or stormwater utilities.	✓	✓	No
Off-Street Parking Fees RCW 35.86A.100		<ul style="list-style-type: none">▪ Revenues from off-street parking facilities can be paid to the jurisdiction's general fund or other such funds as provided by ordinance.	✓	✓	No
Real Estate Excise Tax First Quarter Percent (REET 1) RCW 82.46.010(5) RCW 82.46.030 RCW 82.46.035(2)		<ul style="list-style-type: none">▪ GMA local governments: capital projects included capital facilities element of Comprehensive Plan.▪ Non-GMA local governments: capital purpose identified in a capital improvements plan.		✓	No

REVENUE SOURCE	TRANSPORTATION RESTRICTED	NOTES	ELIGIBLE EXPENDITURES		VOTED
			Programmatic	Capital	
Real Estate Excise Tax Second Quarter Percent (REET 2) RCW 82.46.010(5) RCW 82.45.030 RCW 82.46.035(2) RCW 82.46.037 Engrossed House Bill 1219		<ul style="list-style-type: none"> ■ GMA local governments only. ■ Restricted to streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, water/storm/sewer systems, parks. May be used for affordable housing and homelessness projects until 2026, based on Engrossed House Bill 1419 (passed April 2019). 		✓	No
Real Estate Excise Tax One-Half Percent (REET 3) RCW 82.46.010(3)		<ul style="list-style-type: none"> ■ Local governments that do not levy 0.5% local sales tax may levy REET 3 for general fund operating expenses. 	✓	✓	No
Local Debt Financing					
Limited Tax General Obligation (LTGO) Bonds RCW 39.36 Article 8, Sec. 6, State Constitution		<ul style="list-style-type: none"> ■ Total debt is limited to 2.5% of assessed value; LTGO debt is limited to 1.5% of assessed value of taxable properties. 	✓	✓	No
Unlimited Tax General Obligation (UTGO) Bonds RCW 39.36 RCW 84.52.056 Article 7, Sec. 2, State Constitution		<ul style="list-style-type: none"> ■ Total debt is limited to 2.5% of assessed value. ■ Limited to capital purposes. 		✓	Yes
Industrial Revenue Bonds RCW 39.84		<ul style="list-style-type: none"> ■ Tax-exempt revenue bonds issued by public development corporations to finance industrial development facilities, including transportation projects such as street improvements. 		✓	No

Sources: County Road Administration Board; 2020; Federal Highway Administration, 2020; U.S. Department of Transportation, 2020; U.S. Department of Housing and Urban Development, 2020; Washington State Department of Transportation, 2020; Washington JTC Transportation Resource Manual, 2017; MRSC, 2020; State Auditor's Office Local Government Financial Reporting System, 2018; Washington State Department of Revenue, 2020; BERK, 2020.

FEDERAL SOURCES

National Highway Performance Program (NHPP)

[23 U.S.C. Section 119](#)

- The NHPP is the largest of the federal-aid highway programs, with estimated annual funding of \$24.2 billion for FY 2020.⁷
- The NHPP supports the improvement of the condition and performance of the National Highway System (NHS), which includes Interstate System highways and bridges as well as virtually all other major highways.
- Eligible projects must support progress toward achieving national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability or freight movement on the NHS. Projects must be identified in the Statewide Transportation Improvement Program (STIP) and be consistent with the state and metropolitan planning.
- States receive an apportioned share of NHPP funds based on an allocation process specified in federal law.

Surface Transportation Block Grant (STBG) Program

[23 U.S.C. Section 133](#)

- The STBG program has the broadest eligibility criteria of all the federal-aid highway programs. Fund can be used on any federal-aid highway, on bridge projects on any public road, on transit capital projects, on routes for nonmotorized transportation, and on bridge and tunnel inspection and inspector training.⁸
- The STBG program has three set-asides from the State's apportionment including funding for Transportation Alternatives (see next).
- STBG funds are apportioned to each State as a lump sum then divided between designated programs, and sub-allocated to urbanized areas as well as other areas based on population.

STBG Set-Aside/Funding for Transportation Alternatives

[23 U.S.C. Section 133](#)

- The STBG program has set-asides for Transportation Alternatives (TA), state planning and research, and funding for bridges not on federal-aid highways. Eligible projects for TA funding include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

⁷ FHWA, <https://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm#ProgramPurpose>

⁸ Congressional Research Service, <https://crsreports.congress.gov/product/pdf/R/R44332>

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

23 U.S.C. Section 149

- The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs that may reduce emissions of transportation-related pollutants.
- Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (PM) (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Highway Safety Improvement Program (HSIP)

23 U.S.C. Section 148

- The HSIP supports projects that improve the safety of road infrastructure by correcting hazardous road locations (e.g. dangerous intersections) or making road improvements (e.g. adding rumble strips).
- HSIP funds must be used for safety projects that are consistent with the State's strategic highway safety plan.
- The Railway-Highway Crossing program is a set-aside of HSIP funding, which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Metropolitan Planning Program

23 U.S.C. Section 134

- The Metropolitan Planning Program (MPP) assists regions in meeting requirements for developing and updating long-range plans and short-term transportation improvement programs.
- The program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
- MPP funds are apportioned as a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program from the State's base apportionment; and the State's apportionment for the National Highway Freight Program.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

23 U.S.C. Section 601

- TIFIA provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.
- TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.
- Many surface transportation projects – highway, transit, railroad, intermodal freight, and port access – are eligible for assistance.

Community Development Block Grant (CDBG) Programs

42 U.S.C. Section 5301

- The CDBG program provides annual grants on a formula basis to cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
- Eligible projects include a variety of public facilities such as transportation improvements, housing, and economic development projects that benefit low to moderate income households.
- Eligible jurisdictions include principal cities of Metropolitan Statistical Areas (MSAs), other metropolitan cities with populations of at least 50,000, and qualified urban counties with populations of at least 200,000 (excluding the population of entitled cities)

Urbanized Area Formula Funding Program

49 S.C. Section 5307

- The Urbanized Area Formula Funding program makes federal resources available to urbanized areas, to governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.
- Funding is distributed by formula based on the level of transit service provision, population, and other factors. The 5307 program now includes activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals for improving access to jobs.

Fixed Guideway Capital Investment Grants

49 S.C. Section 5309

- The discretionary Capital Investment Grant (CIG) program funds fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail.

- There are four categories of eligible projects under the CIG program:
 - **New Starts** projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of \$300 million or more, or that are seeking \$100 million or more in Section 5309 CIG program funds.
 - **Small Starts** projects are new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects with a total estimated capital cost of less than \$300 million and that are seeking less than \$100 million in Section 5309 CIG program funds.
 - **Core Capacity** projects are substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair.
 - **Programs of Interrelated Projects** are comprised of any combination of two or more New Starts, Small Starts, or Core Capacity projects. The projects in the program must have logical connectivity to one another and all must begin construction within a reasonable timeframe.⁹

Enhanced Mobility of Seniors and Individuals with Disabilities Program

[49 U.S.C. Section 5310](#)

- This program provides funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.
- At least 55% of program funds must be spent on public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities.
- This program supports transportation services planned, designed, and carried out to meet special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).

Bus and Bus Facilities Formula Grants

[49 U.S.C. Section 5339](#)

- This program provides funding to replace, rehabilitate, and purchases buses and related equipment. It may also be used to construct bus-related facilities.
- Funding is distributed by formula allocations and competitive grants. It also includes a sub-program

⁹ USDOT, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5309_Capital_Investment_Grant_Fact_Sheet.pdf

providing competitive grants for bus and bus facility projects that support low and zero-emission vehicles.¹⁰

Better Utilizing Investment to Leverage Development (BUILD) Program

P.L. 115-141

- Previously known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, the BUILD program provides funding for planning and capital investments in surface transportation infrastructure.
- Funding is awarded on a competitive basis for projects with significant local or regional impact, and it can support roads, bridges, transit, rail, ports, or intermodal transportation.
- BUILD projects are evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental sustainability, state of good repair, innovation, and partnership.

Highway Infrastructure Program (HIP)

P.L. 115-141

- The HIP provides federal funds to construct highways, bridges, and tunnels. The program is funded by annual appropriations from the Department of Transportation Appropriations Act and has been approved in single year increments every year since 2018.
- Starting in 2019, funds can also be used for the elimination of hazards and installation of protective devices at railway-highway crossings. In 2020, funds were also eligible to be used for charging infrastructure along corridor-ready or corridor-pending alternative fuel corridors.
- Funding is distributed to states by the FHWA, while states then further sub-allocate funding by formula based on population. MPOs or RTPOs award specific HIP projects and are also responsible for programming the HIP projects within their jurisdictions into the STIP.

Payments in Lieu of Taxes

31 U.S.C. Chapter 69

Because government agencies are exempt from property tax, counties with large areas of state and federal land do not receive road fund revenues from these properties. But those counties are still responsible for maintaining roads in and around these properties. To address this discrepancy, some state and federal agencies provide counties with payments in lieu of taxes (PILT). Agencies may include the Washington State Department of Natural Resources, Washington State Department of Fish and Wildlife, the US Forest Service, via the Secure Rural Schools program, and the US Bureau of Land Management, via the Taylor Grazing Act.

¹⁰ USDOT,
<https://www.transit.dot.gov/sites/fta.dot.gov/files/5339%20Bus%20and%20Bus%20Facilities%20Fact%20Sheet.pdf>

STATE SOURCES

Local Project Appropriations for Transportation Projects

The Legislature may make direct appropriations to specific transportation projects in the state budget.

Motor Vehicle Fuel Tax (State Gas Tax)

[RCW 82.38](#), [RCW 46.68.090](#)

The motor vehicle fuel tax is a state distributed revenue, where the state collects a state gas tax of 49.4 cents per gallon, and the local portion is distributed to cities and counties. The 49.4 cents are distributed as follows:

- State Highway Program: 10.21 cents.
- Transportation 2003 Account (Nickel Account): 5 cents.
- Transportation Partnership Account: 8.50 cents.
- State Highway Program – Special Category C: 0.75 cents.
- Connecting Washington Account: 11.9 cents.
- Rural Arterial Program: 0.58 cents.
- Transportation Improvement Account (TIB funded programs): 3.04 cents or 13.2336% of 23 cents deposited in TIB.
- County Arterial Preservation Program: 0.45 cents.
- Counties: 4.92 cents.
- Cities: 2.96 cents.
- Ferry Operations: 0.54 cents.
- Ferry Capital Construction: 0.55 cents.

State Multimodal Account Distribution

Starting in 2015, under the Connecting Washington Act, the state also transfers a portion from the State Motor Vehicle Account and the State Multimodal Account. This amount of set by [RCW 46.68.126](#) and is proportioned evenly between cities and counties. This amount was \$11.7 million in 2015-17 biennium, and \$25.1 million each in the 2017-19 and 2019-21 biennia.

County Arterial Preservation Program (CAPP) Grants

[RCW 46.68.090](#), [WAC 136-300](#)

- The CAPP is funded by 0.45 cents per gallon of the state MVFT from the State Motor Vehicle Account. The program was designed to help counties preserve existing paved road networks.
- Funds are distributed by CRAB directly to counties based on share of paved county road miles. These funds may be used to administer a pavement management system and for capital expenditures.

- In order to be eligible for CAPP funds, counties are required to use a pavement management system to assist their project selection and decision process.

Rural Arterial Program (RAP) Grants

[RCW 46.68.090](#), [WAC 136-100](#)

- The RAP is funded by 0.58 cents per gallon of the state MVFT from the State Motor Vehicle Account. Funds awarded to counties by CRAB on a competitive basis within five state regions. Funds support improvement and reconstruction of rural arterials and collectors.
- The program was designed in 1983 to help finance the reconstruction of rural arterial roads facing severe deterioration after railroads were abandoned. The rural arterial road system linked the state's harvested resources to the marketplace. RAP serves countywide commercial transport needs and helps counties to improve rural roads that are primarily local use or recreational.
- The competitive grant considers: 1) structural ability to support loaded trucks; 2) ability to move traffic at reasonable speeds; 3) adequacy of alignment and related geometry; 4) accident and fatal accident experience; 5) local significance.

Freight Mobility Strategic Investment Board (FMSIB) Grants

[RCW 47.06A](#), [WAC 226.01](#)

FMSIB was created in 1998 to ensure strategic investments to facilitate freight movements among local, national, and international markets. The Board proposes policies, projects, corridors, and funding to the Legislature to promote strategic investments in statewide freight mobility transportation system.

Transportation Improvement Board (TIB) Grants

[RCW 47](#), [WAC 479-05](#), [WAC 479-10](#), [WAC 479-14](#)

- TIB is an independent state agency, created by the Legislature, that manages street construction and maintenance grants to cities and counties across Washington. Funding is generated by three cents of the state gas tax.
- TIB administers competitive grant programs for local transportation projects. While most TIB programs support city street projects, historically about 24% of TIB funds have supported county projects.¹¹
- TIB largely funds urban programs for jurisdictions with population greater than 5,000 or more (local match of 20% or greater required) and small city programs for jurisdictions with population of less than 5,000 (local match of 5% or greater required).

¹¹ JTC Transportation Resource Manual, 2019.

Public Works Board, Construction Loan Program

[RCW 43.155.050](#)

- The Public Works Board is authorized by state statute to loan funds to counties, cities and special purpose districts to repair, replace, or create infrastructure
- The Construction Loan Program provides low-interest loans for public infrastructure construction and rehabilitation. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance. Eligible projects include roads/streets and bridges.

Regional Mobility Grant Program

[RCW 47.66.030](#)

- The Regional Mobility Grant Program supports local efforts to improve connectivity between counties and regional population centers and reduce transportation delay. This program is supported exclusively by state funding.
- Funded projects have included new transit services, park and ride lots, new buses, transit service expansion, transportation demand management programs, and transit speed and reliability improvements.

Public Transportation – Consolidated Grant Awards

- The Consolidated Grant Program awards funding to improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and offer public transportation services to seniors and persons with disabilities.
- Funding is provided by federal FTA funds and state Paratransit/Special Needs grant program funds and Rural Mobility grant program funds.

WSDOT Local Programs

Under the FHWA's Federal-Aid Stewardship Agreement with WSDOT, WSDOT Local Programs serves as the steward of FHWA funding for public agencies in the state. WSDOT administers all federal highway transportation funds, subject to federal and state criteria, including funds that go to local agencies.

- **Safe Routes to School:** This grant program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. The program is funded through a competitive application process, evaluated based on consideration for need, project potential, deliverability, and value.¹²
- **Pedestrian and Bicycle Funding Program:** This grant program's objective is to improve the transportation system to enhance safety and mobility for people who walk or bike.

¹² WSDOT, <https://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

LOCAL TRANSPORTATION-RESTRICTED SOURCES

County Road Fund Property Tax

[RCW 36.82.040](#), [RCW 84.55.050](#)

- The Road Fund property tax levy is a primary source of transportation funding in counties and may be levied in unincorporated areas up to the statutory maximum of \$2.25 per \$1,000 of assessed value (AV).
- Counties can levy either a single-year or multiyear levy lid lift, temporary or permanent, to increase county road property taxes in taxing districts without banked capacity beyond the 1% limit.
- With a *permanent single-year lid lift*, a county can increase the county road fund property taxes beyond the 1% limit in the first year, and then that amount is used to calculate all future 1% levy limitations. The measure never expires, and the levy lid never reverts. Single-year lid lifts may be submitted to voters at any special, primary, or general election.
- With a *permanent multiyear lid lift*, a county can increase the county road fund property taxes beyond the 1% limit (up to a limit factor specified in the ballot measure), for six consecutive years up to a rate equal to or less than the statutory maximum of \$2.25 per \$1,000 of AV. After the six years, the total levy can increase by up to 1% annually. Multiyear lid lifts must be submitted at the primary or general election.

Commercial Parking Tax

[RCW 82.80.030](#)

- Cities, counties (unincorporated areas), and Regional Transportation Investment Districts (RTIDs) can impose a commercial parking tax. The tax may be used for general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation-related activities.
- The tax may be set on the customer or the commercial parking business, based on gross proceeds or number of stalls. Tax-exempt carpools, vehicles with handicapped decals, and government vehicles are exempt.
- Restricted to “transportation purposes” per RCW 82.80.070.
- *No counties have implemented this tax. Twelve cities have implemented this tax.*

Local Improvement District (LID) / County Road Improvement District (RID)

[RCW 35.43](#), [RCW 36.88](#)

- Cities, counties, port districts, water districts, TBDs, and other local governments can create LIDs to fund improvements in specific areas. Local improvements must directly benefit nearby property owners and can be initiated by a petition of property owners.
- Counties can create RIDs to fund county road improvements in unincorporated areas. LIDs/RIDs are

funded by special assessments. Property owners who benefit from improvements are assessed at proportionate levels to pay for the improvements.

Local Option Motor Vehicle Fuel Tax (MVFT)

RCW 82.80.010

- Counties may levy the local option motor vehicle fuel excise tax at 10% of the state rate. The tax would be collected by the state and distributed to the county and cities based on population.
- Restricted to “transportation purposes” per RCW 82.80.070 and “highway purposes” per 18th Amendment.
- No counties are currently levying this tax. Two counties have attempted to levy this tax, Spokane County and Snohomish County, and both ballot measures failed.

Transportation Benefit District – Sales and Use Tax

RCW 36.73, RCW 82.14.0455

- Independent taxing districts created through ordinance can impose an additional voted sales and use tax of up to 0.2%. The tax must be reauthorized by voters after 10 years.
- This option could be more susceptible to market volatility, since taxes collected depend on commercial use. This option can potentially help to align costs with beneficiaries in areas with pass-through users of the transportation system, since the tax would apply to recreational users passing through.

Transportation Benefit District – Vehicle Licensing Fee

This option may be eliminated if Initiative 976 goes into effect.

RCW 36.73, RCW 36.73.065, RCW 82.80.140

- TBDs can impose a Vehicle Licensing Fee (VLF) fee, without voter approval, up to \$20. If a \$20 VLF is in effect for at least 24 months, then a VLF up to \$40 can be imposed; if a \$40 VLF has been in effect for 24 months, then a \$50 VLF can be imposed. VLFs can be up to \$100 with voter approval.
- Two ordinances are required: first a Transportation Benefit District (TBD) and then a VLF. The fee can be collected months after approved. The County must notify DOL once the fee is approved so the fee is included in vehicle renewal notices. DOL collects 1% of revenue generated from a VLF.
- This VLF is limited to vehicles under 6,000 pounds. In some areas, there may be an equity concern as large vehicles that may cause a significant wear on the roads would not bear the burden of this cost.

Transportation Impact Fees

RCW 82.02.050 (GMA), **RCW 39.92** (LTA)

- Must be used for public streets and roads addressed by a capital facilities plan element of a comprehensive plan adopted under the GMA. Impact fees cannot be used to fund maintenance and operations costs.

- Local governments are authorized to charge fees only for system improvements that are reasonably related to the new development, do not exceed a proportionate share of the costs of necessary system improvements, and are only used for system improvements that will reasonably benefit the new development. In addition, impact fees cannot be the sole source of funding for system improvements that address growth impacts.
- Impact fees must be adjusted for other revenue sources that are paid by development, if such payments are earmarked or pro-ratable to specific system improvements. Likewise, the city or county must provide impact fee credit if the developer dedicates land or improvements identified in the adopted Capital Facilities Plan and such construction is required as a condition of development approval. Collected impact fees may only be spent on public facilities identified in a capital facilities plan and may only be spent on capital costs; they may not be used to pay for operating expenses or maintenance activities.

Tolls

RCW 47.56.820

- Toll revenues must be used only to construct, improve, preserve, maintain, manage, or operate the eligible toll facility on or in which the revenue is collected. This includes:
 - Covering the operating costs of the eligible toll facility, including necessary maintenance, preservation, administration, and toll enforcement by public law enforcement within the boundaries of the facility;
 - Meeting obligations for the repayment of debt and interest on the eligible toll facilities, and any other associated financing costs including, but not limited to, required reserves and insurance;
 - Meeting any other obligations to provide funding contributions for any projects or operations on the eligible toll facilities;
 - Providing for the operations of conveyances of people or goods; or any other improvements to the eligible toll facilities.

On-Street Parking Fees

WAC 308-330-650

- Revenues from parking meter fees are used to cover the regulation and control of parking upon highways, the costs of parking meters, their installation, inspection, supervision, operation, repair, and maintenance, control and use of parking spaces, and regulating the parking of vehicles in parking meter zones; and the costs of acquiring, establishing, improving, maintaining, and operating public off-street parking facilities.

Development Agreements/Subdivision Exactions

RCW 58.17; RCW 36.70B

- Local governments may require that developers install, at their expense, certain facilities or improvements including streets, curbs and gutters, sidewalks, and transit stops.

State Environmental Policy Act (SEPA)/Environmental Mitigation

RCW 43.21C

- The State Environmental Policy Act grants wide-ranging authority to impose mitigating conditions relating to a project's environmental impacts.
- Local governments may impose mitigating conditions, including streets, traffic signals, or additional lanes, relating to a project's environmental impacts
- Local governments may not require any person to pay for system improvements under SEPA when they have paid a fee for the same system improvements under GMA or any other authority.

Voluntary Agreements

RCW 82.02.020

- Allows for contributions, either in the form of land, mitigation of a direct impact of the development, or payments in lieu of land or mitigation, from developer to local government to facilitate development.
- The permitting agency must be able to establish that an impact fee collected pursuant to a voluntary agreement is "reasonably necessary as a direct result of the proposed development or plat."
- Funds collected under voluntary agreements must be held in a reserve account and expended on agreed upon capital improvements.

LOCAL UNRESTRICTED SOURCES

Property Tax (General Fund)

Title 84 RCW; RCW 84.55.050

- Property tax has traditionally been the primary funding source for local government in Washington. Property tax revenues are a major funding source since they are unrestricted, can generate large revenues, and do not require voter approval.
- With Initiative 747, annual property tax increases were limited to 1% of the prior year's collections plus any new construction, leading to erosion in property taxes as a local funding source due to inflation and service demand (based on per capita and per modified capita growth) outpacing that 1% growth allowance.
- A local government's "banked" capacity is available to use in future years without voter approval, per [RCW 84.55.092](#).

Retail Sales & Use Tax

RCW 82.08; RCW 82.14.030

- Local governments can impose, by resolution or ordinance, a non-voted sales and use tax at 0.5% on any taxable event, per [RCW 82.14.030\(1\)](#). Local governments may impose, by legislative body majority, an additional sales tax up to 0.5%, in increments of 0.1%, per [RCW 82.14.030\(2\)](#).

Revenues are not restricted. For both, the combined city/county rate may not exceed 0.5%, so the effective rate for either the city or county may be lower.

- Collection of retail sales and use taxes are driven by the distribution of major retail sales. This means that retail sales and use taxes are also highly volatile, following changes in the economy.

Business and Occupation (B&O) Tax

[RCW 35.22.280\(32\)](#)

- Any city may impose general business and occupation taxes on local businesses.
- General B&O taxes are levied on gross receipts of businesses, based on the industry. Historically, many cities have chosen not to implement B&O taxes, due to the perception that business taxes erode local competitiveness for attracting businesses to cities. However, as property tax revenues continue to erode, more cities are considering implementing them.

Utility Tax

[RCW 35.22.280\(32\)](#)

- Any city may impose general B&O taxes upon the income of public and private utilities providing services within the boundaries of a city, and/or upon the city's own municipal utilities.
- Utility taxes are a form of B&O tax. These revenues contribute to a municipality's general fund and may be used for many city expenses, including capital improvements.
- Washington State sets the maximum rate of tax on electrical, natural gas, steam energy, and telephone businesses at 6.0%, unless a higher rate is approved by voters. There is no tax rate limit on other utilities such as water, sewer, and garbage services. These taxes are generally smaller in total collections but also less volatile in response to the economy.

Real Estate Excise Tax (REET)

[RCW 82.46.010](#); [RCW 82.45.030](#); [RCW 82.46.035\(2\)](#); [RCW 82.46.037](#)

Washington State levies a 1.28% real estate excise tax (REET) on all property taxes. Local governments may levy a local tax in addition to the state tax.

- Local governments can implement can levy two REET taxes (REET 1 and REET 2), each of which is a 0.25% tax on the full sales price of real estate.
- **REET 1:** All local governments may levy REET 1. Local governments planning under GMA must use REET 1 on capital projects included in the capital facilities element of the Comprehensive Plan. Local governments not planning under GMA can use REET 1 on any capital purpose identified in a capital improvements plan or acquisition of lands associated with such improvements.
- **REET 2:** Only local governments planning under GMA may levy REET 2. REET 2 must be spent on capital projects as defined in [RCW 82.46.035\(5\)](#): streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, water/storm/sewer systems, and parks.

- **Use of REET 2 for maintenance and REET 1 projects:** Local governments may use a portion of collected REET 2 funds for capital projects and limited maintenance.
- **Use of REET 2 for affordable housing and homelessness:** Local governments may use a portion of collected REET 2 funds for affordable housing and homelessness projects 2026, based on [Engrossed House Bill 1419](#) (passed April 2019).
- **REET 3:** Local governments that do not levy 0.5% local sales tax may levy REET 3 for general fund operating expenses.

LOCAL DEBT FINANCING

Limited Tax General Obligation (LTGO) Bonds

RCW 39.36, Article 8, Sec. 6, State Constitution

- LTGO bonds, sometimes referred to in Washington as "councilmanic" bonds, do not require voter approval and are payable from the issuer's general tax levy and other legally available revenue sources. LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources.
- There are constitutional and statutory limits on a municipality's authority to incur non-voted debt. Total debt is limited to 2.5% of the AV of taxable properties; and councilmanic debt is limited to 1.5% of the AV of taxable properties.

Unlimited Tax General Obligation (UTGO) Bonds

RCW 39.36, RCW 84.52.056, Article 7, Sec. 2, State Constitution

- UTGO bonds are voted bonds that require 60% voter approval with a minimum voter turnout of 40% of voters who cast ballots in the last general election within the district. When voters of a jurisdiction vote for a bond issue, they are being asked to approve: (a) the issuance of a fixed amount of general obligation bonds and (b) the levy of an additional tax to repay the bonds, unlimited as to rate or amount. Once voter approval is obtained, a municipal corporation is still restricted by constitutional and statutory debt limits with these bonds.
- UTGO bonds can be used only for capital purposes, and replacement of equipment is not permitted

Industrial Revenue Bonds

RCW 39.84

- Tax-exempt revenue bonds issued by public development corporations to finance industrial development facilities, including transportation projects such as street improvements.

To: Board of Directors
From: Ryan Stewart AICP, Principal Transportation Planner
Topic: **US 195/Interstate 90 Study Approval to Release Draft Strategies**

3/04/2021

Requested Action:

Approval to release draft strategies for community engagement.

Key Points:

- The US 195/Interstate 90 Study is a multimodal effort to address safety, operations, access, and infrastructure issues in the Study area.
- The Study is a multi-agency effort with representatives from the City of Spokane, Washington State Department of Transportation, Spokane County, and Spokane Transit on the Study Advisory Team (SAT). SRTC is coordinating the regional effort and providing project management.
- The Study kicked off in late 2019 after a consultant team, led by Fehr & Peers, was selected following WSDOT's contracting requirements. The consultants are assisting with the technical analysis and stakeholder engagement efforts.
- The existing conditions analysis is complete and includes safety, travel time, origin/destination, and level of service assessments. A market-based land use analysis has been completed with 20-year growth projections for the study area of approximately 3,300 dwelling units and nearly 1,600 jobs. Future transportation forecasts were based on the land use analysis. The Future (2040 Baseline) Conditions report is in final draft.
- Project goals and evaluation criteria for potential strategies were developed based on guidance from the SAT and community input. The criteria directly relate to the Study goals of improving safety, maintaining mobility, accommodating the transportation needs of planned development, increasing modal options, and identifying projects that are practical, implementable, and fundable in a reasonable timeframe.
- Initial strategies were vetted through the SAT earlier this year. Several revisions were made to the projects and scenarios (project packages) based on SAT input and the aforementioned project goals/criteria.
- The SAT has developed two project packages which have undergone detailed safety and operational analysis. Please see **Attachment** for illustrations and descriptions of the proposed projects.
- Once the draft project packages have been approved for release to the community by the Board, they will be presented to the public and key stakeholders for review and input.
- A final list of recommended strategies as well as a phased implementation plan will be included in the Study's Final Report. The Study is scheduled to be complete later this year.

Board/Committee Discussions:

The US 195/I-90 Study was identified in the SRTC Strategic Plan. The Board approved the scope and consultant contract for the study in 2019. The Board was provided with updates at the March, June, December 2020, and February 2021 Board meetings. The Transportation Technical Committee (TTC) was also updated at their March, June, and December meetings. The Transportation Advisory Committee (TAC) was briefed at their August meeting.

The recommended project packages are being presented to the Board at this month's meeting prior to providing them to the public and stakeholders. Once approved for release, the community engagement effort will commence immediately.

Public Involvement:

An engagement plan for the Study has been implemented to gauge the community's vision for the Study area and get feedback on strategies as they are developed. Numerous stakeholder interviews have been conducted and a public meeting was held in February 2020. Other outreach efforts so far include neighborhood council meetings, a presentation to the City of Spokane Plan Commission, social media postings, a survey, and a project website. Once the Board approves release of the final recommended project packages, the engagement effort will continue through remote measures including outreach tools on the project website, presentations, and an online public workshop.

Supporting Information/Implications:

The US 195 and I-90 corridors have experienced increasing operational and safety issues, particularly at their interchange and at local access points. Current challenges include:

- Safety - reduce collisions, improve safety for pedestrians and bicyclists
- Operations - maintain reliability, improve congestion at the interchange and on I-90
- Access - coordinated land use and environmental management, recreation access
- Infrastructure – local network connectivity, road and bridge conditions, railroads

The purpose of the multi-jurisdictional US 195/I-90 study is to develop strategies for addressing these issues while considering practical solutions. The need for collaboratively developed solutions in the Study area has been a topic of discussion for several years.

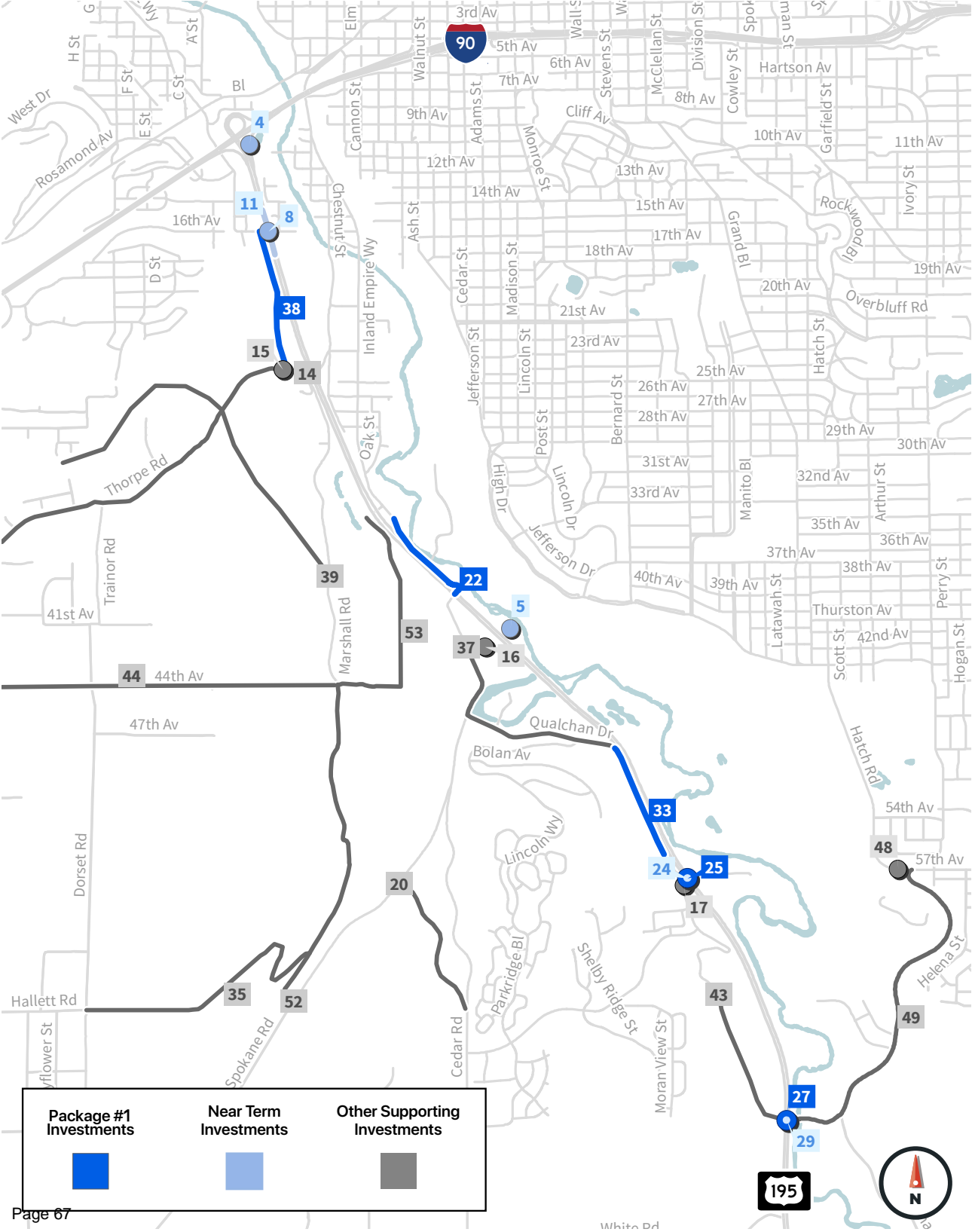
More Information:

- See **Attachment** for illustrations and descriptions of the proposed projects and packages.
- For detailed information contact: Ryan Stewart at rstewart@src.org or 509.343.6370

Package #1

Package #1 US 195: Enhanced Expressway

This package of transportation improvements focuses on building a set of local street connections parallel to US 195 to improve safety, provide alternative routes to US 195, and build more connections that will support bikes, pedestrians, and transit. The core of this package includes **5 roadway extensions and intersection reconfigurations** to address safety and mobility concerns. These core projects are highlighted in **dark blue** on the map and table. Since it will take time to gather funding and design these core projects, this package also includes **6 near-term investments** that could be completed more quickly to address existing issues on the corridor and accommodate the growth that has already been zoned and approved in the study area. These near term projects are highlighted in **light blue**. Note that the near-term investments at 16th Avenue and US 195 (project 8) would eventually be superseded by one of the core long-term projects (project 38), but project 8 provides important short-term safety and access benefits. This package also includes **13 other supporting investments** that when constructed, would improve connectivity for all modes using the local transportation system. However, there is more timing flexibility about when these supporting projects may be constructed. These supporting investments are highlighted in **gray**.



FOR ACTION

AGENDA ITEM 6

Attachment

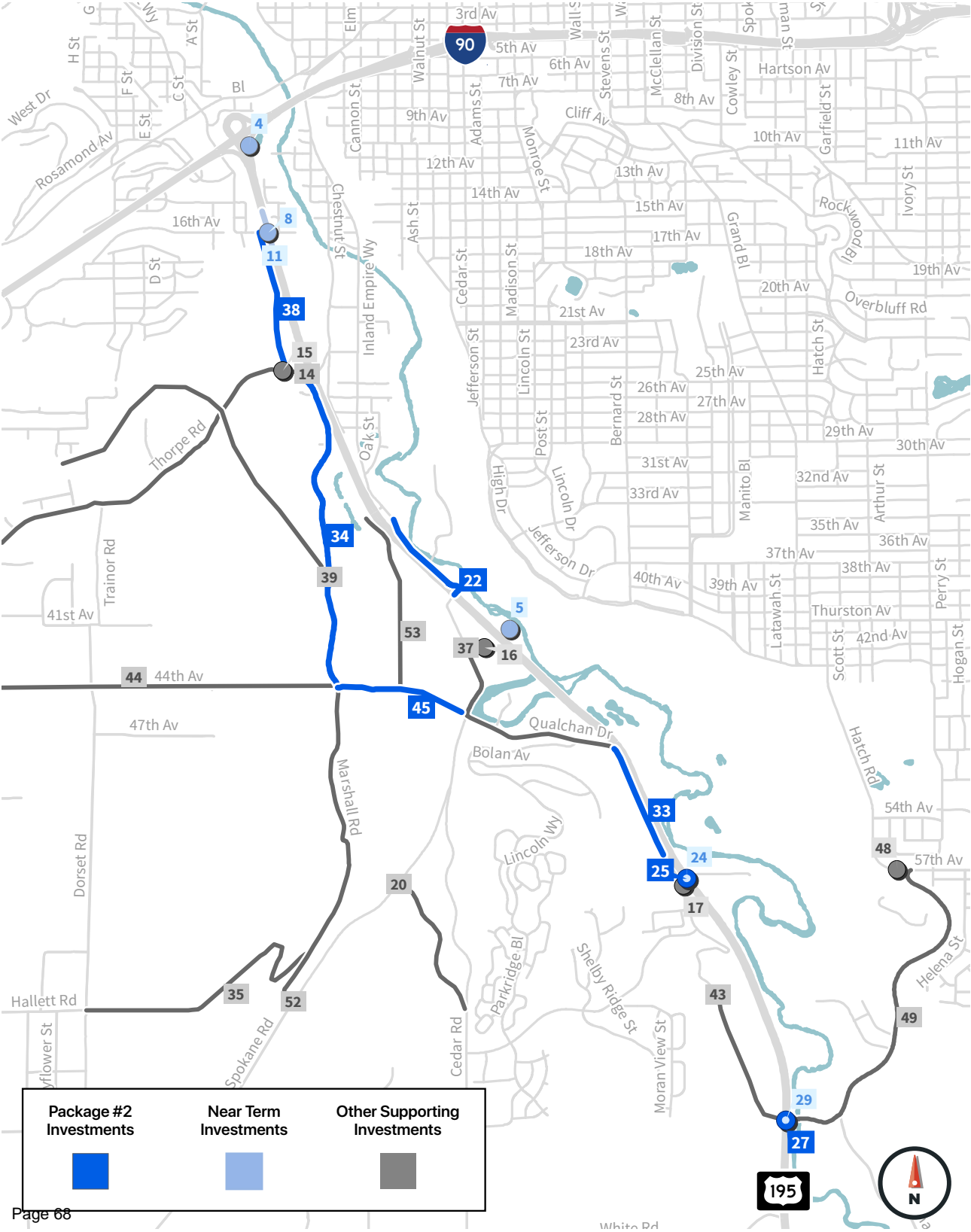
03/11/2021 Board Meeting

ID	Project	Description
4	US 195/I-90 Metering	Retime ramp meter at Northbound US 195/I-90 Ramp to improve the safety of the merge with I-90 and reduce congestion on the I-90 mainline
5	Travel Advisory/Travel time signs on Northbound US 195	Addition of travel time sign south of Hatch Road and south of Thorpe Road to alert drivers of alternative routes and travel times to Downtown Spokane
8	US 195 & 16th Avenue Intersection Modifications	Allow only right-in/right-out and left in access from the west leg at 16th Avenue & US 195; no change to east leg
11	Northbound acceleration and deceleration lanes at 16th Avenue	Construct acceleration and deceleration lanes for right-turning vehicles at northbound US 195 and W 16th Avenue
14	Thorpe Road Improvements	Improve Thorpe Road to an urban standard between Grove Road and Inland Empire Way
15	Thorpe Road: BNSF/Fish Lake Trail Undercrossing Improvement	Build a wider sidewalk east of Canyon Bluff apartments; to accommodate this reconfigure Thorpe Rd to one-lane (controlled by signal) or widen undercrossing
16	Yokes Park & Ride	Create a Park & Ride at Yokes with transit connections to Downtown Spokane and the West Plains
17	Meadow Lane Park & Ride	Create a Park & Ride at Meadow Lane Road & US 195 with transit connections to Downtown Spokane and the West Plains
20	Cedar Road Realignment	Realign Cedar Road to intersect with Cheney-Spokane Road near existing Cemetery as "T" intersection
22	Inland Empire Way Connection	Construct a two-way connection to Inland Empire Way from Cheney-Spokane Road by relocating the existing northbound on-ramp further to the north, shifting the US 195 northbound lanes to the west, and shifting the existing multi-use trail to the east. Project #38 (Lindeke Extension) must be constructed prior to construction of this project since the relocation of the northbound on-ramp to US 195 will require the removal of the south J-Turn at Thorpe Road to allow for a safe merging of traffic. Includes closure of the east leg of the Thorpe Road/US 195 intersection, a new traffic control device (e.g., roundabout or traffic signal) at the northbound off-ramp for US 195 and Cheney-Spokane Road, and streetscape improvements on Inland Empire Way between W 23rd Avenue and Sunset Boulevard.
24	US 195 & Meadow Lane Road Intersection Modifications	Construct half J-Turn to eliminate southbound and eastbound left-turns at US 195 intersection
25	US 195 & Meadow Lane Road Intersection Modifications	Construct full J-Turns to eliminate all left-turns at US 195 & Meadow Lane Road Intersection
27	US 195 & S Hatch Road Intersection Modifications	Construct full J-Turns to eliminate all left-turns at the US 195 & Hatch Road intersection
29	Hatch Road Intersection Modification	Minor widening on Hatch Road intersection to US 195 to separate westbound left and right turns
33	US 195 Frontage Road between Qualchan Drive & Meadow Lane Road	Construct a frontage road parallel to US 195 (west side) connecting S Meadow Lane Road to Qualchan Drive; convert west leg of Meadow Lane Road intersection with US 195 to right-in, right-out only by eliminating access to the south J-Turn. Close the access to US 195 from Qualchan Drive.
35	Hallett Road to Marshall Road Connection	New connection from the eastern terminus of Hallet Road to the southern terminus of Marshall Road
37	W Qualchan Drive Bicycle & Pedestrian Connection	Create bicycle and pedestrian connection parallel to W Qualchan Drive with connection to Cheney-Spokane Road
38	S Lindeke Street Extension	Extend S Lindeke Street to connect to Thorpe Road on the west side of US 195. Extension would be constructed in ROW for the Fish Lake Trail. Fish Lake Trail would be realigned to be east of Lindeke St just south of 16th, crossing Lindeke to be on the west side before Thorpe to use existing grade separation. Requires demolition of existing 16th St bridge with an at-grade crossing. Includes closure of the west leg at the US 195/16th Avenue intersection and demolition of the south J-Turn at Thorpe Road.
39	Bicycle Connection to the West Plains	Construct a trail for bicyclists connecting the West Plains and the Fish Lake Trail and along Cheney-Spokane Road from Qualchan to Yokes.
43	New Arterial Between Meadow Lane Road and Hatch Road	Extend Meadow Lane Road to connect to Hatch Road
44	Extension of 44th Avenue	Extend 44th Avenue from Assembly Road to Marshall Road
48	Traffic Control at 57th/Hatch Road	Construction of traffic control and reconfiguration of the 57th and Hatch Road Intersection
49	Multiuse Path along Hatch Road	Build a multiuse trail between US 195 and 57th Avenue
53	44th Avenue Connection	Connect 44th Avenue to Inland Empire Way following the railroad alignment

Package #2

US 195: Enhanced Expressway with Parallel Network

This package includes a more extensive set of transportation investments when compared to Package 1. Specifically, this package would build a set of roadways that would completely parallel US 195 and provide an alternative route from Sunset to Eagle Ridge Boulevard west of US 195. This greater level of connectivity provides even more routes to distribute traffic and additional pathways to access destinations by bicycle, foot, or transit. Package 2 has **7 core projects**, highlighted in **dark blue** on the table and map. Since it will take time to gather funding and design these core projects, 15 is package also includes **6 near-term investments** that could be implemented more quickly to address existing issues on the corridor and accommodate the growth that has already been zoned and approved in the study area. These near term projects are highlighted in **light blue**. Note that the near-term investments at 16th Avenue and US 195 (project 8) would eventually be superseded by one of the core long-term projects (project 38), but project 8 provides important short-term safety and access benefits. This package also includes **16 other supporting investments** that, if constructed, would improve connectivity for all modes using the local transportation system. However, there is more timing flexibility about when these supporting projects may be constructed. These supporting investments are highlighted in



ID	Project	Description
4	US 195/I-90 Metering	Retime ramp meter at Northbound US 195/I-90 Ramp to improve the safety of the merge with I-90 and reduce congestion on the I-90 mainline
5	Travel Advisory/Travel time signs on Northbound US 195	Addition of travel time sign south of Hatch Road and south of Thorpe Road to alert drivers of alternative routes and travel times to Downtown Spokane
8	US 195 & 16th Avenue Intersection Modifications	Allow only right-in/right-out and left in access from the west leg at 16th Avenue & US 195; no change to east leg
11	Northbound acceleration and deceleration lanes at 16th Avenue	Construct acceleration and deceleration lanes for right-turning vehicles at northbound US 195 and W 16th Avenue
14	Thorpe Road Improvements	Improve Thorpe Road to an urban standard between Grove Road and Inland Empire Way
15	Thorpe Road: BNSF/Fish Lake Trail Undercrossing Improvement	Build a wider sidewalk east of Canyon Bluff apartments; to accommodate this reconfigure Thorpe Rd to one-lane (controlled by signal) or widen undercrossing
16	Yokes Park & Ride	Create a Park & Ride at Yokes with transit connections to Downtown Spokane and the West Plains
17	Meadow Lane Park & Ride	Create a Park & Ride at Meadow Lane Road & US 195 with transit connections to Downtown Spokane and the West Plains
20	Cedar Road Realignment	Realign Cedar Road to intersect with Cheney-Spokane Road near existing Cemetery as "T" intersection
22	Inland Empire Way Connection	Construct a two-way connection to Inland Empire Way from Cheney-Spokane Road by relocating the existing northbound on-ramp further to the north, shifting the US 195 northbound lanes to the west, and shifting the existing multi-use trail to the east. Project #38 (Lindeke Extension) must be constructed prior to construction of this project since the relocation of the northbound on-ramp to US 195 will require the removal of the south J-Turn at Thorpe Road to allow for a safe merging of traffic. Includes closure of the east leg of the Thorpe Road/US 195 intersection, a new traffic control device (e.g., roundabout or traffic signal) at the northbound off-ramp for US 195 and Cheney-Spokane Road, and streetscape improvements on Inland Empire Way between W 23rd Avenue and Sunset Boulevard.
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34	Marshall Road Improvements	Improve Marshall Road to an arterial standard between Thorpe Road and Cheney-Spokane Road; close the west leg of the Thrope Road intersection with US 195 and remove the north J-Turn at Thorpe Road
35	Hallett Road to Marshall Road Connection	New connection from the eastern terminus of Hallet Road to the southern terminus of Marshall Road
37	W Qualchan Drive Bicycle & Pedestrian Connection	Create bicycle and pedestrian connection parallel to W Qualchan Drive with connection to Cheney-Spokane Road
38	S Lindeke Street Extension	Extend S Lindeke Street to connect to Thorpe Road on the west side of US 195. Extension would be constructed in ROW for the Fish Lake Trail. Fish Lake Trail would be realigned to be east of Lindeke St just south of 16th, crossing Lindeke to be on the west side before Thorpe to use existing grade separation. Requires demolition of existing 16th St bridge with an at-grade crossing. Includes closure of the west leg at the US 195/16th Avenue intersection and demolition of the south J-Turn at Thorpe Road.
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43	New Arterial Between Meadow Lane Road and Hatch Road	Extend Meadow Lane Road to connect to Hatch Road
44	Extension of 44th Avenue	Extend 44th Avenue from Assembly Road to Marshall Road
45	Extend Qualchan Road to connect to Marshall Road	Extend Qualchan Road across Cheney-Spokane Road to provide connection to Inland Empire Way & Marshall Road with bridge under/over BNSF; close Qualchan Drive access to US 195
48	Traffic Control at 57th/Hatch Road	Construction of traffic control and reconfiguration of the 57th and Hatch Road Intersection
49	Multiuse Path along Hatch Road	Build a multiuse trail between US 195 and 57th Avenue
51	Marshall Road Connection to Inland Empire Way	Connect Marshall Road to Inland Empire Way west of US 195
52	Marshall Road Improvements from 44th Avenue to Cheney-Spokane Road	Improve Marshall Road to an arterial standard between 44th Avenue and Cheney-Spokane Road
53	44th Avenue Connection	Connect 44th Avenue to Inland Empire Way following the railroad alignment

To: Board of Directors 03/04/2021
From: Eve McMenamy, Principal Transportation Planner
Topic: **Transportation Improvement Program (TIP) Contingency Funding Awards**

Requested Action:

Approve contingency funding awards for regional priority projects as outlined in Table 2 of this memo.

Key Points:

- SRTC has contingency funding available for project that can delivery in 2022 or 2023.
- Total available SRTC contingency funds are listed in Table 1 of the supporting information in this memo.
- On March 14, 2019 the SRTC Board approved a contingency funding process to establish a predictable procedure to assign available contingency funding, **Attachment 1**.
- This SRTC Board approved the SRTC Priority Project List that was develop during the 2018 SRTC Call for Projects as a basis for contingency funding assignment. SRTC recently updated the Priority Project List to reflect outstanding funding needs, **Attachment 2**.
- On Feb 11 the SRTC Board approved the eligibility of the Bigelow Gulch Project 6 cost overrun for potential contingency funding.
- The contingency funding process focuses on award eligibility requirements, project readiness and the ability to complete a project or project phase. This assists the region in meeting federal funding obligation targets.
- Table 2 reports the recommended projects and award levels for contingency funding as reviewed by SRTC Staff and recommended by the TTC.
- Two projects are recommended for Congestion Mitigation Air Quality (CMAQ) funding and are the only projects that qualify for this funding type. The remaining CMAQ can be rolled into the next SRTC Call for Projects in 2022.
- Bigelow Gulch Project 6 is recommended for the available Highway Infrastructure Program (HIP) funding since it can obligate the HIP funding the most expediently.

Board/Committee Discussions:

Contingency funding information was presented at the 1/14/21 and 2/11/21 SRTC Board meetings.

Working Group/Subject Matter Expert Team Involvement:

The TIP Working Group (TIPWG) provides input and makes recommendations to the TTC on TIP policy and programming activities. The TIPWG also assists SRTC staff in managing the TIP to deliver our annual federal funding obligation targets. The multijurisdictional TIPWG meets monthly and is comprised of staff from the following agencies: City of Spokane, Spokane County, Spokane Transit Authority, City of Spokane Valley and WSDOT. The TIPWG last met on 2/9/2021.

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:

Contingency funds become available through project de-obligations, project closures and allocations to SRTC. 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 when time allows. The contingency funding process includes using the Board approved contingency funding process and 2018 Priority Project List.

The amount of funding available is based on best available information in Table 1. CMAQ can only be award to projects that have quantifiable air quality benefits. HIP funding can be awarded to projects that result in the construction of a roadway or bridge.

Table 1 Contingency Funds Available

Approximate Amount	Type of Funding	Obligation Year
\$2,500,000	Congestion Mitigation Air Quality (CMAQ) (Must Provide Quantifiable Air Quality Benefits)	2023
\$429,680	Highway Infrastructure Program (HIP) (Highways and Bridges)	2023

The SRTC staff and the TIP Working Group met on February 9, 2021 to discuss available funding, project delivery and potential funding awards. Only two projects qualify for CMAQ funding awards. Spokane Valley recently updated their project scope for Pines and Mission which was approved by the Executive Director with concurrence from the TTC on 10/21/20. This change in scope updated the project cost from 2018 and is accurately reflected in the projects remaining need and recommended funding award. Additional CMAQ funds could be awarded to the Driscoll-Alberta-Cochran Sidewalk project which also has an outstanding need.

On Feb. 24th the TTC recommend funding as outlined in Table 2 to the Board of Directors. The remaining CMAQ funding which is approximately \$726,000 can be rolled into the next SRTC Call

for Project in 2022.

Table 2 Regional Priority Projects, Recommendation for Funding

Priority Project List Rank	Project Title, Year of Project Obligation	Funding Partners	Remaining Need	Recommended SRTC Funding Awards, Fund Type
12	Bigelow/Forker Project 6: New Roadway Alignment, 2021	Spokane County, SRTC, TIB, FMSIB	\$850,000	\$429,680 HIP
22	Pines and Mission Intersection Improvement, 2023	Spokane Valley, SRTC	\$1,418,600	\$1,418,600 CMAQ
30	Driscoll-Alberta-Cochran Sidewalk Infill, 2022	City of Spokane, SRTC	\$355,252	\$355,252 CMAQ

More Information:

- Attachment 1: SRTC Contingency List Process
- Attachment 2: SRTC Regional Project Priority List-Projects Updated Funding Needs
- For detailed information contact: Eve McMenamy at evemc@rtc.org or 509.343.6370

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.

2018 SRTC Call for Projects
SRTC Board-Approved Priority List, Projects Needing Funding
Updated 2/8/2021

FOR ACTION
AGENDA ITEM 7
Attachment 2
03/11/2021 Board Meeting

Priority	Project Name	2018 SRTC Requested	Previous SRTC Awards	Total Unfunded Need	Suggested Award
6	Riverside-Monroe to Wall	5,003,141	850,000	5,150,000	
10	Bigelow Gulch Project 2	2,601,000	1,450,000	4,015,100	
12*	Bigelow Gulch Project 6	4,085,000	4,085,000	850,000*	429,680
13	Barker Corridor reconstruction & widening	6,331,800	2,050,000	750,000	
15	Havana St-Sprague to Broadway	5,836,971	0	6,900,000	
17	Argonne Rd preservation (PE + RW only option)	2,508,500	0	2,260,000	
18	US 2 Garfield Rd intersection improvement	2,200,000	0	2,200,000	
20	57th Avenue	2,126,000	0	2,458,341	
22	Pines and Mission intersection improvement	1,211,000	450,500	1,419,600*	1,419,600
23	Spokane Falls Blvd-Lincoln to Division	7,305,931	0	9,100,000	
24	Colville Reconstruction Third St to north City Limits	2,021,738	0	2,605,815	
29	Harvard Rd	4,827,000	0	4,827,000	
30	Driscoll-Alberta-Cochran Sidewalk Infill	1,060,452	705,200	355,252	355,252
31	Washington-Stevens, Spokane Falls to Boone	2,014,581	0	230,000	
33	Freya St - Wellesley to Decatur	3,658,690	0	4,310,000	
34	North Bank Trail Study	166,250	0	166,250	
35	Sprague & Barker intersection improvement	1,159,979	349,000	810,979	
36	Napa-2nd Ave to Sprague	1,508,697	0	1,800,000	
37	Craig Rd	962,700	0	962,700	
39	10th Ave Garfield Rd to Hayford Rd	3,203,000	0	2,922,203	
40	E Crawford Preservation	575,650	0	575,650	
42	Cascade Way	601,200	0	1,583,000	
43	Brooks Rd Phase 1	1,608,000	0	1,608,000	
44	Mullan Road preservation	1,211,000	0	1,825,000	
46	Columbia Dr	1,536,000	0	2,686,000	
49	Rattler Run Road reconstruction	799,433	0	799,433	
50	Cheney-Spokane Rd	2,132,000	0	2,645,000	
	Can accept CMAQ funding				

* Cost Overrun

** Scope updated and approved 10/21/20

To: Board of Directors 03/04/2021
From: Mike Ulrich, AICP, Principal Transportation Planner
Topic: **DATA Project Draft Design Plan**

Requested Action:

Approve the design plan and authorize the Interim Executive Director to negotiate and execute an agreement with Resource Systems Group, Inc. for an amount not to exceed \$1,060,000 for Phase II of the DATA project. Execution of the agreement shall be subject to prior review by SRTC legal counsel.

Key Points:

- The SRTC Board was briefed on the DATA project's progress throughout 2020 and received a briefing on the design plan at their February meeting.
- At the February TTC meeting, the committee unanimously recommended that the Board approve the design plan and authorize the Interim Executive Director to move forward with contract negotiations.
- At the February Board meeting, staff received feedback from a member about whether enough resources have been dedicated to the project.
- Staff is proposing to separate out three subtasks into a distinct initial task of Phase II. Doing so will allow the project team to refine costs for the remainder of Phase II and provide stakeholders with a better understanding of the level of investment into critical updates. More information on this proposal will be presented at the March meeting.
- Ultimately, SRTC staff believes that the experts in the field of applied data and MPO/RTPO best practices have delivered a draft design plan which accounts for the entirety of the feedback received and recommends reasonable, right-sized investments to advance SRTC's data analytics capabilities.
- The remaining budget amount is reflective of the \$1M 2018 STBG award amount, plus a local match, minus the amount spent on Task 1.

Board/Committee Discussions:

This project was introduced to the Transportation Technical Committee (TTC) at their October 2018 meeting. After that presentation, a project team was formed consisting of member jurisdiction technical staff, which met on January 29, 2019 and May 13, 2019 to provide feedback that was incorporated into the RFQ. The project was presented at the March SRTC Board Administrative Committee and the April 2019 Board meeting. The Board authorized the Executive Director to execute an agreement with RSG

at their December 2019 meeting. The agreement was executed February 5, 2020. Staff provided a project update to the TTC in July 2020 and to the Transportation Advisory Committee (TAC) in October 2020.

Project Team Involvement:

The project team, which has been informing this project since its inception, is made up of staff-level partners who are consumers of SRTC data products. The project team was instrumental in developing the project's RFQ and in the consultant selection process. More recently, the project team was used to help the consultant team understand investment priorities. Additionally, the project has relied on the feedback from a larger stakeholder group. A summary of that feedback and how it was applied to the draft design plan can be found [here](#).

Public Involvement:

The funds for this project were included in the 2019-2022 TIP which was adopted October 11, 2018. A public meeting was held on September 19, 2018 to review and discuss the 2019-2022 TIP. A public comment period of thirty days ran from September 1 to September 30.

More Information:

- Attachment: Draft phase II design plan
- For detailed information contact: Mike Ulrich at mulrich@srtc.org or 509.343.6384



Spokane Regional Transportation Council

DATA COLLECTION AND TOOLBOX DEVELOPMENT AND IMPLEMENTATION PLAN

DRAFT

Report | January 6, 2021



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White River Junction, VT 05001
802.295.4999
www.rsginc.com

PREPARED FOR:
SPOKANE REGIONAL TRANSPORTATION COUNCIL

SUBMITTED BY:
RSG

IN COOPERATION WITH:
DKS ASSOCIATES, INC. AND PLANGINEERING, LLC



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1 INTRODUCTION AND EXECUTIVE SUMMARY

In 2019, SRTC initiated the DATA Project (Data Applications for Transportation Analysis) with several objectives in mind:

- Improve confidence in data and information used for transportation decision-making.
- Help align regional data and tools with member agency planning needs.
- Increase stakeholder agency input into existing tools, such as the regional travel demand model, and development of potential new tools; and
- Look for innovative ways to analyze and respond to emerging transportation trends.

A team led by RSG was selected to perform this project, and work began in early 2020. The project is organized using a 'design build' approach; the first phase of the project includes an analysis of SRTC's current data and toolset and their ability to address current and potential future planning needs, a review of relevant literature, and stakeholder listening sessions. These activities culminated in recommendations for investments in data and tools to be implemented in the second phase of the project. These recommendations were summarized in a technical report¹ that was shared with SRTC staff, project stakeholders, and the SRTC board. SRTC staff and project stakeholders were then led through a prioritization and ranking exercise in order to narrow and refine second phase activities.

The final selected recommended Phase II investments are shown in Table 1. They include household travel survey data collection, trip tables developed from passive data, traffic count data analysis and collection, development of an automated land-use data management system. travel demand model updates, and development of a lightweight online data hub. Optional ongoing investments in data collection and toolbox development are summarized in Table 2. Each table describes the investment, the cost of the investment, and the expected level of SRTC staff support. The rest of this document provides additional details on each of the recommended data collection and toolbox development elements in the second phase of the project.

¹ Spokane Regional Transportation Council Data Project Summary and Recommendations Final Draft Report, October 5, 2020, RSG.

TABLE 1: PHASE II INVESTMENTS

Data/Toolbox	Description	Cost	SRTC staff support
Household Travel Survey Data	A 1,500 household, smartphone enabled household travel survey	\$345,000	0.2 FTE for project management, coordination, and outreach.
Passive Data	Passenger and heavy truck trip tables from passive (location-based services) data	\$135,000	None
Traffic Count Data	Selected traffic counts at key locations	\$50,000	Coordination with jurisdictions, obtaining permissions/permits as needed. Exact level of effort TBD
Land-Use Data Management System	A system for management of existing and future land-use data and allocation of county-wide population and employment controls to TAZs, taking into account land capacity and recent developments.	\$100,000	0.05 - 0.1 FTE for project management. 0.5 FTE analyst support for tool development (1 year).
Travel Demand Model Updates	Update travel model zones, and networks. Calibrate models to survey and passive data. Validate to counts and boardings. Implement a data-driven heavy truck model from passive data. Documentation, user's guide and training.	\$250,000	0.05 - 0.1 FTE for project management. 0.25 analyst FTE over 3 months for collection and geocoding available traffic counts from jurisdictions.
Online Data Hub	A regional online data and tools platform to manage and share SRTC's data and tools with the community.	\$100,000	0.05 - 0.1 FTE for project management is assumed, along with additional planner/analyst FTE to periodically update the data and tools as needed. Limited IT support to help maintain the site.
Contingency	Funds to be held in reserve for supplementing other activities	\$20,000	N.A.

Data/Toolbox	Description	Cost	SRTC staff support
Total Cost		\$1,000,000	

TABLE 2: ONGOING DATA INVESTMENTS

Data/Toolbox	Description	Cost	SRTC staff support
Continuous Cross-Sectional Household Travel Survey Data	Ongoing data collection of approximately 500-750 households every 3 years.	\$50,000/yr	0.2 FTE for project management, coordination, and outreach every third year.
Continuous Passive Data	Yearly creation and expansion of passenger trip tables from passive data	\$45,000/yr	None
Traffic Count Data	Ongoing traffic count data collection	\$10,000-\$50,000 per year ²	Coordination with jurisdictions, obtaining permissions/permits as needed. Exact level of effort TBD
Land-Use Data Management System	A system for management of existing and future land-use data and allocation of county-wide population and employment controls to TAZs, taking into account land capacity and recent developments.	Hosting fees (e.g., \$500 to \$2500 / year for ArcGIS Online ³	0.5 FTE over 3 months bi-annually for updated land-use estimates.
Online Data Hub	A regional online data and tools platform to manage and share SRTC's data and tools with the community.	TBD ⁴	Planner/analyst to periodically update the data and tools as needed. Limited IT support to maintain the site may also be required.
Total Cost Per Year		\$105,500 - \$147,500	

² Exact amount depending on location and number of counts to be collected in each year.

³ Depends on the adopted technology for the website and whether additional functionality is added over time.

⁴ Depends on the adopted technology for the website and whether additional functionality is added over time.

2 DATA COLLECTION ACTIVITIES

2.1 HOUSEHOLD TRAVEL SURVEY

A household travel survey (HTS) collects detailed information on travel behavior and is the main source of information used to update travel demand models. Moreover, SRTC can use travel survey data to create descriptive statistics on regional travel and to analyze behavioral and attitudinal trends over time.

2.1.1 General Description

We will use rMove™, a smartphone app that uses location services for accurate origin, destination, departure time, and other information, to conduct the survey. rMove has been successfully used in a number of regions including the 2017 – 2019 PSRC travel survey, 2018 WCOG travel survey, and 2021 SCOG travel survey. An online option that aligns with the smartphone app will be provided for those who do not have access to smartphones.

Households will participate in a two-stage household survey. The first stage (recruitment) captures household composition, demographic information, and typical travel information (e.g., home, work, and school locations). Most households will participate and answer these questions via an online survey or in-app smartphone survey. A toll-free phone number, where the operators utilize the same online survey, will also be available. The second stage is a travel diary for households to report their travel for a given, assigned period. Based on studies in Washington State in recent years, an estimated 70% of households would participate using a smartphone for seven days and the remaining households would complete a one-day travel diary by reporting over the phone or online.

Other key features of the survey are as follows:

- A sample size target of 1,500 households - a sample rate of roughly 0.7% of households in Spokane County and modestly more households when compared to the 2005 HTS.
- Households residing in Spokane County will be recruited via mail using address-based sampling (ABS). We will use oversampling to help overcome non-response bias and to increase sample sizes for select populations or behaviors. We will attempt to recruit university/college students by issuing the survey invitation directly to their .edu email address. We will also consider targeted sampling for Fairchild AFB. These latter two (non-ABS) sampling steps will require assistance by SRTC staff.
- The survey will include questions on evolving travel behavior due to COVID-19 outbreak impacts (e.g., new and evolving work and school commute behaviors), e-commerce trends, and/or emerging mobility modes.
- We will develop a branded, public-facing website with general information about the survey, study region, and answers to frequently asked questions. Participants who complete the survey online (instead of by smartphone app) will also enter the survey through this website.



- The survey effort will include financial incentives for completion. Households completing the seven-day smartphone diary will receive an incentive of \$20 per participating adult, while households completing the online survey would receive \$10 per household. Households are given a choice of gift cards from Amazon, Walmart, or forgoing an incentive (out of public good will).
- The survey will include a public outreach effort targeted at traditionally hard-to-survey populations (e.g., low income, minority race/ethnicity). As budget allows, this effort will include some combination of targeted outreach materials and targeted invitations to hard-to-survey populations, multi-lingual survey materials, coordination with local programs, churches, and other community groups, and potentially advertising on social media.

2.1.2 Schedule

We currently anticipate a soft launch in fall 2021, assuming a return to stabilized travel conditions with minimal COVID-19 impacts. The soft launch would gauge response rates and monitor data quality while still allowing the data to be integrated with the final dataset (pilot data is typically not included). Following the approximate two to four-week survey soft launch, the main study data collection period would occur over approximately six weeks in fall 2021 (October – November). During data collection, real-time and regularly scheduled study progress updates will be provided to SRTC and partner stakeholders.

After survey data collection is concluded, the survey data will be reviewed, processed, and weighted. Data weighting expands the survey sample to reflect the greater regional population, while also removing any lingering sampling biases that may be present. It takes approximately 8-10 weeks from the end of data collection to provide the initial dataset to SRTC. The dataset will contain tables for the households, persons, vehicles, person-days, person-trips, and location/GPS data collected in the study. An initial recommended period of four weeks in total is suggested for SRTC to review and work with the data and to provide any questions or requested dataset edits.

After the dataset is agreed upon and finalized, a summary project report will be provided for review with again a four-week period to provide comments and requested edits. The final report is a “summary of response”, focusing on the survey methodology, the contents of the dataset, and key descriptive statistics on the data.

The data would be available for travel model updates by late Spring 2022.

2.1.3 Cost

At this time, the HTS budget for a single instance of data collection is estimated at approximately \$345,000 for approximately 1,500 households, including public outreach and engagement efforts. SRTC staff commitment will be 20% FTE for project management and oversight with slightly higher involvement during the planning and data review stages and lower involvement during data collection and RSG processing.

2.2 OPTIONAL: RECURRENT HOUSEHOLD SURVEY DATA COLLECTION

The recommendations above are primarily focused on a single-instance HTS. However, we recommend that SRTC also consider initiating a recurrent travel survey program.

2.2.1 General Description

Recurring survey programs involve re-sampling households over a fixed time interval using generally similar survey instruments and questionnaires. Supplemental questions can be added in order to better understand specific travel behavior of interest.

Recurrent household travel surveys provide more current, detailed, and readily available data for transportation planning and analysis than surveys on a more traditional 10 or 20-year schedule. Recurrent survey programs allow for trend analysis and help smooth the impact of short-term changes on long-term analysis (e.g., short-term impacts of COVID-19, changing availability of mobility companies, and shifting demographics). Recurrent surveys are also efficient to administer given that many materials, including participant invitations and survey questionnaires, can be refreshed following the first wave instead of re-developed each wave. Lastly, recurrent surveys can allow for alignment with other data needs, such as conducting a special-generator targeted sample, lower-cost follow-on surveys using the sample, and co-timing of passive data work.

2.2.2 Schedule

We recommend a three-year increment using a similar approach as PSRC where the first instance (2021) collects a larger, start-up or refresher sample, and subsequent years collect smaller sample sizes of approximately 500-750 households. Each survey wave would be collected over a period of several weeks in either Spring or Fall. Once survey weighting and summary processes are established in the initial survey, they can be re-used for the additional waves, saving time and effort. Generally, 4-5 months between recruitment and availability of cleaned and expanded data is a reasonable schedule. However, the exact schedule depends on the extent of staff availability or use of consulting services, the extent of differences in survey instruments between the various survey waves, and the types of analysis and documentation to be completed.

2.2.3 Cost

Recurrent HTS programs typically have numerous cost savings because many tasks are reduced (e.g., questionnaire design, sampling) and are based on the most recent survey instance. Annualized, we estimate planning for about \$50,000 per subsequent year or about \$150,000 every three subsequent years. We recommend that SRTC also allocate approximately 0.2 FTE every three years to manage and support the effort.

2.3 PASSIVE DATA

Trip tables and a visualization tool built from passive passenger and freight data will be included in Phase II, to supplement HTS data for calculation of trip attraction rates, trip distribution model calibration, serve as the basis for a heavy truck model, and to be available for use in corridor studies.

2.3.1 General Description

RSG purchases raw Location-Based Services (LBS) data from data providers and processes that data to create passenger trip tables. The data is processed to distinguish ‘trips’ from ‘stops’ or ‘stays’, device-level characteristics (e.g., home location) are inferred, and trip attributes are determined.

A data schema will be developed for passive data products to be provided to SRTC. This schema will cover all required dimensions of aggregated products (e.g., OD tables split by imputed trip purpose, time-of-day, resident/visitor, etc.). Based on the agreed-upon schema for passive data products, a data processing plan and data expansion plan will be developed. At a minimum, data processing will include:

1. Generation of aggregate OD matrices split by the agreed-upon dimensions for a zone system encompassing the SRTC regional model area plus a halo/buffer area to better capture external travel.
2. Routing of trips on the SRTC travel demand model network
3. Comparison of routed trip volumes to available traffic count data

Data expansion steps include:

1. Demographic expansion based on household travel survey data, Census data, and local demographic information
2. Creation of trip tables and network-based matrix adjustment methods (e.g., ODME/TFlowFuzzy) based on traffic counts

ATRI GPS data provide a robust sample of heavy-duty commercial truck movements, which processed alongside LBS data provides a comprehensive view of travel demand in the region. We will process the recently purchased ATRI data such that it can be used to provide an OD matrix, removing intermediate stops for activities such as refueling, expanded using a network-based approach using traffic counts, and used to develop a data-driven freight model (See the Travel Model recommendations in Section 3.2). ATRI data representing travel across all four seasons will be processed and expanded, according to modeling needs.

RSG’s online passive data dashboard will be setup to help SRTC and partner agencies view and summarize the data. Key dimensions in the data products (e.g., OD flows segmented by trip purpose) will be visualized using the web-based data visualization platform.

2.3.2 Schedule

Passive data processing will be coordinated to coincide with the timeline of the household travel survey.

If SRTC elects to field a recurrent household travel survey, passively collected data will be processed over the same timeframe (e.g., 3 years). Otherwise, passively collected data will be processed only for the year in which the travel survey is in the field. The processing and, if desired, expansion plan will guide this effort, and derived data products will match the consensus data schema.

2.3.3 Cost

A one-time passively collected, unexpanded passenger data purchase for the Spokane region is estimated to cost approximately \$60,000, plus \$35,000 for data expansion, for a total of \$95,000.

Assuming that SRTC has already purchased required ATRI data, data processing and expansion required to support the development of a data-driven freight model is estimated to cost approximately \$40,000. This estimate includes some cost-savings since the expansion of ATRI data is done in conjunction with a passenger passive data purchase.

If a continuous passive data program is desired, additional years of passenger data are estimated to cost \$30,000 each plus another \$15,000 for data expansion in each year, resulting in 45,000 for each subsequent year (\$185,000 across three years including the first year). We do not anticipate acquiring or expanding ATRI data in subsequent years.

2.4 OPTIONAL: TRANSIT ON-BOARD SURVEY

Transit on-board survey data can be used to understand current transit ridership markets including origin/destination patterns, trip purposes, modes of access/egress, and socio-economic characteristics.

2.4.1 General Description

Spokane Transit Authority currently conducts on-board transit surveys that provide useful information on current transit ridership and for Title VI reporting. Travel demand modeling imposes some additional requirements for on-board survey data. Ideally, on-board survey data includes origin and destination address, origin and destination purpose, access and egress mode, route sequence, and relevant socio-economic characteristics considered by the travel model.

A well-designed sample and data collection plan is essential to ensure that the data is representative. We recommend that tablet PC's be used to collect on-board data, to ensure accurate geocoding and high retainage of usable records. We recommend that SRTC coordinate with STA on the next on-board survey to determine if there are possibilities for collaborating on the design and collection of the next scheduled data collection effort, to improve the use of the data for travel modeling (both the regional travel demand model as well as potential future STOPS applications) and monitoring system performance. Spokane Transit



serves about 41k average daily riders; the target sample rate would be around 4,100 OD surveys (10% of daily ridership).

2.4.2 Schedule

The timing of the on-board survey should generally coincide with the household survey. We suggest spring 2022, to ensure that transit-related impacts of COVID are minimized.

2.4.3 Cost

The cost for a full transit on-board survey for a similarly sized system is around \$200,000. However, we do not include the cost of the on-board survey in the DATA project, as we believe there may be opportunities for some level of cost-sharing between SRTC, STA, and possibly other partner agencies.

2.5 TRAFFIC COUNTS

Traffic counts are used for cross-sectional validation of model outputs, including network flows and vehicle miles of travel (VMT). They will also be used for expansion of passive data trip tables.

2.5.1 General Description

The most recent model validation relied upon traffic counts from a variety of sources. Many of the traffic counts are dated. Updating the model to a new base year and expansion of passive data will require a recent and robust set of traffic counts, including classification counts.

2.5.2 Schedule

Traffic count collection will begin in spring 2022, to reflect post-COVID travel conditions.

2.5.3 Cost

We have set aside \$50,000 of project resources for collection of traffic counts. We expect SRTC staff to assist in coordinating count collection with local jurisdictions and obtaining necessary permissions and permits.

3 TOOLBOX DEVELOPMENT ACTIVITIES

3.1 LAND-USE DATA MANAGEMENT SYSTEM

A land use data management system will be developed to enable SRTC to generate population and employment forecasts at the TAZ level every two years. This will allow SRTC to keep the base-year of the travel demand model more current with land-use developments. The tool would also estimate intermediate year forecasts.

3.1.1 General Description

The system will allow for adjustments to reflect approved or recently built developments and recognize control totals for population and employment. The tool will include automation of the data processing steps and simple, transparent allocation rules. The data schema will include:

- Census estimates of existing households by block
- Existing employment and enrollment data by TAZ
- Spokane County's GIS and tax assessor parcel data
- Zoning and land use data from local jurisdictions including wetlands, geologically hazardous areas, steep slopes of over 30% and protected open space.
- Transportation Analysis Districts (TAD)
- Land quantity analysis (LQA) data from each jurisdiction (with available LQA data) by parcel
- Recent and planned development that has occurred, is in process, or been approved for development since the last-base year update and will be in use prior to the next base-year, by TAZ
- Countywide population control total (the Office of Financial Management's 2017 Growth Management Act (GMA) medium series county projection)
- Employment Security Department's long-term occupational projections for Spokane County by eight sectors

The land-use data management system will replicate the population and employment forecasting functionality described in SRTC's recently adopted Land Use Forecast Methodology technical memorandum. These steps include:

- Calculate population capacity for TAZs without jurisdiction level LQA data
- Reduce capacity and account for recent, or recently approved, land-use developments not included in existing population data
- Apply logistic regression allocation equation for population
- Estimate countywide employment total consistent with the base-year employment to population ratio

- Update zone level employment to account for recent, or recently approved, land-use developments not included in existing employment data, and reduce this employment from the allocated county employment
- Allocating the total employment to each of the employment sectors used in the SRTC model
- Distribute employment from the county control total to Transportation Analysis Districts, then to TAZs based on historical growth rates, by sector, from LEHD data
- Develop intermediate year forecasts by interpolating population and employment linearly between the base-year and future year, in 5-year increments

The data management system will be automated/scripted with Python and accessible online to provide access to SRTC staff and member jurisdictions. The online portal will at a minimum allow for accessing, displaying, uploading, and downloading data sets. Depending on the implemented technology, such as [ArcGIS Online](#), the system may also allow for additional interactivity, GIS analysis, and runnable tools/scripts. The land use data management system may also be integrated with the online data hub described below. An online data management system and runnable tool can have several features and so RSG will work with SRTC to finalize the tool design and features consistent with the project needs and resources.

To use the tool for bi-annual updates, the LQA data, recently built developments and pipeline developments will be updated before the process is re-run. The tool will automatically decrease the countywide population and employment control totals to be allocated to TAZs based on the updated land-use data. Partner agencies will need to work with SRTC to share these data via the online portal. The portal will also be used to publish the zonal land-use estimates by year for partner agency review.

3.1.2 Schedule

We anticipate design of the tool to begin in spring 2021, with development of the tool to begin in summer 2021. An initial version is planned to be available in spring 2022. The bi-annual update process should take less than 3 months each year.

3.1.3 Cost

We have budgeted \$100,000 for the development of this tool, with the final cost dependent on the implemented technology and the agreed upon design and project needs. Hosting fees (e.g., \$500 to \$2500 / year for ArcGIS Online for example) would be in addition. The level of SRTC staff support required will be determined by the format and scale of the data sources but is estimated to require approximately 0.5 FTE over the first year of the tool, primarily to populate the data schema and perform QA/QC of the calculations. We then anticipate 0.5 FTE over 3 months every other year for bi-annual forecasts. Additional resources for consulting assistance are not expected unless SRTC decides to improve the data management system or processes in the future.

3.2 TRAVEL DEMAND MODEL UPDATE

The SRTC travel demand model is a fundamental tool for analysis of transportation projects and policies considered by SRTC and partner agencies. Partner agencies recognized the need for an update of the model, validation to current conditions, and more frequent model releases.

3.2.1 General Description

The following model updates will be undertaken.

- **Analyze existing traffic counts and screenlines.** Traffic counts will be collected from partner agencies and evaluated with respect to current and potential new screenline locations. Additional traffic counts may be collected based on this analysis (see Section 2.5).
- **Update and enhance network detail.** The Transportation Analysis Zone (TAZ) system will be reviewed. Zonal detail may be added in more rural areas to support model applications. Network capacity, speed, intersection geometry, and control type will be reviewed and updated based on available data.
- **Update trip rates, gravity model parameters, mode choice calibration, and time-of-day factoring.** All model parameters will be updated based upon the household survey, transit on-board survey, and passive data described above.
- **Improve representation of special travel markets.** Certain land-uses such as major universities, the airport, recreation areas, casinos, and hospitals have unique travel patterns associated with them. Trip rates for special markets will be estimated from passive data.
- **Implement a data-driven heavy truck model.** A heavy truck model will be developed based on expanded ATRI data.
- **Validate the model using recent traffic counts.** The model will be validated against a regional count database adjusted to reflect average weekday conditions.
- **Update model documentation.** A model development report and a complete model user's guide will be developed. Model training will be offered to SRTC and partner agency staff.

3.2.2 Schedule

Analysis of traffic counts and network detail would start in summer 2021. Assuming a survey effort starting in fall 2021 (with completion by early 2022), the travel demand model update could wrap up by end of 2022.

3.2.3 Cost

The model update task is budgeted at \$250,000. SRTC staff support (0.25 FTE over 6 months) is requested to support traffic count collection and geocoding.



3.3 ONLINE DATA HUB

A regional online data and tools platform to manage and share SRTC's data and tools with the community will be developed. This will take the form of an expanded version of the current [SRTC Maps & Data section](#) of the website, complete with a backend data management solution and online, user-driven data visualization.

3.3.1 General Description

This platform will:

- Help organize SRTC's data and tools as a cohesive regional data and tools solution
- Make data and tools accessible to regional partners, stakeholders, and the public
- Enhance stakeholder participation through user-driven data visualization maps, charts, tables to assist with answering their planning questions

The platform will house and make accessible the following data and tools:

- Regional high-level base-year demographic data such as persons by age and employment totals by sector
- Household travel survey summaries such as percent of trips starting and ending by time-of-day, share of trips by purpose, worker telecommute frequency, active mode use by age, share of work trips by mode, trip mode share, share of regional trips between origin-destination district pairs, aggregate person activity by time-of-day
- Traffic count data and summaries such as traffic count volumes by location (x,y) and time-of-day
- Estimated base-year and forecasted⁵ traffic volumes
- Passive travel data and summaries such as share of regional trips between origin-destination district pairs for residents versus non-residents and trips by time-of-day
- Estimated base-year and forecasted TAZ data such as population and employment totals, and trip productions and attractions by purpose
- Estimated base-year and future year model results such as trip distribution by origin-destination district pair, trip mode share, district-level and region-wide VMT
- Links to tools for download, as well as links to accessory reports, maps, and/or plans

The platform implementation will consist of:

- A **home page** / landing page with links and descriptions to the highlighted data and tools
- An **interactive data visualization and download page for each data set**. There are several options for implementation of the interactive visualization pages, including custom-built solutions using open-source software such as RSG's [ActivityViz](#) and commercial solutions such as [Tableau](#). Open-source solutions are often easier to

⁵ Forecasted travel demand model data would be based on the current adopted MTP scenario.

customize for agency needs than commercial solutions, but open-source solutions do not include a maintenance and support plan, which can be a long-term maintenance issue. RSG recommends implementing the online data hub using ActivityViz because it has been utilized for several transportation planning projects and provides a wealth of interactive travel and land use data visualization capabilities. The final approach to data visualization technology will be discussed and agreed upon with SRTC.

- A **data management** solution such as [GitHub LFS](#) or [Azure Blob Storage](#). ActivityViz has been configured to work with both technologies. GitHub LFS is free if the data is publicly available. The final approach to data management will depend on the specific data sets and formats desired by SRTC.
- **Integrated documentation / help** for using the site, including adding new data sets, visualizing data, and downloading data sets. RSG will deliver a **one-day training** on using and maintaining the site.

The first task to develop the online data hub is to finalize the design and needs, discuss the pros and cons of the implementation technologies, and agree upon a set of data sets and visualizations to implement within the task budget. This discussion will include establishing SRTC's aesthetic standards for the hub, as well as delineating the needed functional site requirements and maintenance plan. By applying an understanding of SRTC's data and tools, audiences and context, the user experience will be iteratively defined through a series of increasingly detailed mockups of pages. SRTC and partner agencies will be asked to review and comment on the design before implementation. The second task is to implement the site using the latest technologies. The site will be built using responsive technologies so that it automatically adapts to differences between PC, tablet, and mobile displays. The initial site will be extensively beta-tested before full deployment, and improvements made based on SRTC feedback. Finally, the third task is to populate the documentation and deliver the training. RSG will reserve budget for one year of support. RSG will also deliver scripts used to prepare the data sets and summaries.

3.3.2 Schedule

We anticipate design of the tool to begin in spring 2021, with development of the tool to begin in summer 2021. An initial version is planned to be available in spring 2022. Updates to the data and visualizations will be on an as-needed basis.

3.3.3 Cost

The online data hub task is budgeted at \$100,000, with the final cost dependent on the implemented technology and the agreed upon design and project needs. In terms of SRTC staff support, 0.05 - 0.1 FTE for project management is assumed, along with additional planner/analyst FTE to periodically update the data and tools as needed. Limited IT support to help maintain the site may also be required.





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To: Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: **Executive Director Recruitment Update**

03/04/2021

Requested Action:

None. For information and discussion.

Key Points:

- At the November 12, 2020 Board meeting, the Board established a subcommittee to manage the Executive Director recruitment. Members chosen for the subcommittee included Mayor Ben Wick, Commissioner Al French, Council Member Micki Harnois, Susan Meyer, and Mike Gribner.
- At the December 10, 2020 Board meeting, the Board added Council Member Paul Schmidt to the subcommittee.
- At the subcommittee's direction, SRTC staff released a Request for Proposals (RFP) for recruiting firms. The subcommittee reviewed the proposals received and selected Strategic Government Resources (SGR) for this recruitment.
- Based on interviews with the subcommittee and SRTC staff, SGR has designed an SRTC Executive Director Position Profile (see **Attachment**). The Position Profile was reviewed by the Subcommittee on March 5th.
- Because of the importance of recruiting for this position, the subcommittee would like to review the Position Profile with the full Board before initiating the formal recruitment process. Kurt Hodgen of SGR will be at the March Board meeting to provide an overview of the Position Profile. Board members will be asked to identify potential fatal flaws with the document.

Public Involvement:

All Board meetings are open to the public.

Supporting Information/Implications

It is anticipated that the Position Profile will be finalized and released the week of March 15th. Staff will continue to keep the Board regularly updated about the recruitment process.

More Information:

- Attachment: 2021 SRTC Executive Director Position Profile brochure
- For additional information contact: Greg Griffin at ggirffin@srtc.org or at 509.343.6370

EXECUTIVE DIRECTOR

S P O K A N E
R E G I O N A L
T R A N S P O R T A T I O N
C O U N C I L

SRTC

SPOKANE REGIONAL TRANSPORTATION COUNCIL

EXECUTIVE SEARCH PROVIDED BY

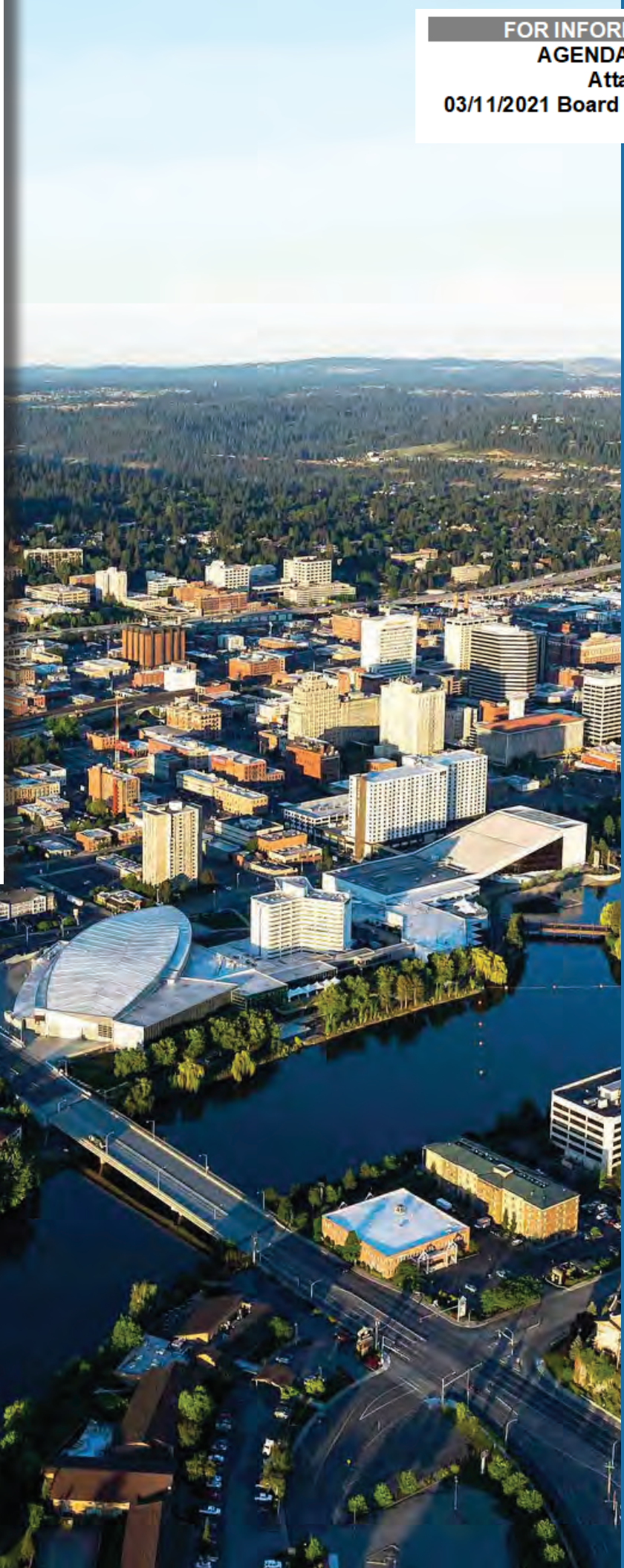


FOR INFORMATION

AGENDA ITEM 9

Attachment

03/11/2021 Board Meeting





THE COMMUNITY

Spokane and its scenic surrounding region are located in eastern Washington state. With easy access via multiple interstate and regional highways, the Metro area's more than 500,000 residents enjoy an exceptional quality of life.

The area offers something for everyone from nearby lakes to skiing, camping, shopping, and sporting events, allowing for the enjoyment of four beautiful seasons. Multiple urban amenities abound for outdoor pleasure including trails and an extensive number of parks. Fine restaurants and wineries are plentiful along with unparalleled retail shopping. World-class colleges and universities augment excellent school systems across the region. In addition to hosting the NCAA tournament, other events include Bloomsday, one of the largest running events in the world; HoopFest, the world's largest 3-on-3 basketball tournament, and the Lilac Festival which annually honors the military, empowers youth, and showcases the region.

Spokane's vibrant local economy has several high-profile development projects currently underway or recently completed. The US 395 North Spokane corridor, when completed, will be a 10.5 mile-long north/south highway that will provide an easily-accessible Interstate 90 connection. City Line, Spokane's first Bus Rapid Transit (BRT) six-mile route will combine frequency and efficiency in a modern streetcar-like experience. The transit route will connect through downtown and the University District. S3R3 Solutions continues to marshal resources of public and

private service providers to recruit new and existing businesses while promoting economic prosperity through the creation of jobs.

The median home value in the Spokane region averages \$300,000 while the estimated median household income of the region's residents is \$75,643.



GOVERNANCE & ORGANIZATION

The Spokane Regional Transportation Council (SRTC) is the lead agency for transportation planning serving as the region's federally-designated Transportation Management Area, and the designated Regional Transportation Planning Organization for Spokane County.

SRTC is governed by a board of directors consisting of 13 voting members and three ex-officio members comprising county commissioners, city mayors, and council members, and representatives from the private sector and state and local transportation agencies. Members serve three-year terms.

Through an interlocal agreement, SRTC facilitates and encourages coordination and collaboration between planning and transportation departments at member agencies including the City of Spokane, Spokane Valley, Spokane County, the Washington State Department of Transportation, Spokane Transit, the Washington State Transportation Commission, as well as small cities and towns. SRTC also partners with the Spokane Regional Transportation Management Center (SRTMC) to relay traffic information to the public.

The mission of the Council is to ensure the region possesses the best multi-modal/multi-jurisdictional transportation network possible for a region of its size to optimize safety, capacity, and efficiency in the movement of people and goods. The Council highly values regional leadership, collaboration, accountability, innovation, transparency, inclusiveness, and integrity.

The Board is supported by 10 staff members, seven of which report directly to the Executive Director including an Administrative Services Manager, four Principal Transportation Planners, three Associate Transportation Planners, and one Administrative Executive Coordinator. The Council's fiscal operating budget for 2021 is \$2.7 million.



ABOUT THE POSITION

The Executive Director serves as the administrative leader of the agency, carrying out the goals and objectives of the Board and providing strategic and tactical leadership to organize and efficiently direct transportation planning activities and operations regionally. The Director is responsible for effectively managing competing community-based and political transportation interests and initiatives that have far-reaching political implications. To achieve this goal, the Executive Director must actively cultivate strong relationships with a variety of stakeholders to build consensus and ensure the agency maintains a unified regional focus.

The Executive Director is also responsible for coordinating and overseeing the maintenance of existing transportation infrastructure, ensuring currently-active projects are successfully completed. It is also the Director's responsibility to ensure the Spokane Regional Transportation Council is "shovel-ready" at all times to take advantage of any available funding and with those funds, successfully balance multi-modal investments.





CHALLENGES AND OPPORTUNITIES

First 60 Days: The new Executive Director must be adept, resourceful, and capable of quickly assuming the position's most critical requirements. It will also be important to gain the trust and confidence of the Board while establishing credibility and rapport with staff. This individual must gain an understanding of the operating budget and current plans, astutely gauging the current political climate, and becoming familiar with area and external stakeholders.

Interlocal Agreement: The incoming Executive Director will be looked upon for direction in renewing/revising and ultimately implementing the Interlocal Agreement and integration of new members.

Vision: As a fresh set of eyes, the incoming Director will assist the Board in creating a collective, regional vision, focused on making investments that are efficient, effective, and safe for all users. The Director will be expected to utilize regional alignment and discretion to determine priority project selection criteria.

Regional Growth: The Spokane region is growing in both industry and census numbers. This growth is fueled primarily by affordable land, excellent quality of life, and the political environment. As this trend continues, it will create significant challenges on the transportation system.

IDEAL CANDIDATE

The Spokane Regional Transportation Council desires candidates with a servant leadership management philosophy, who are committed to diversity, and ensuring that transportation investments are geared to bring economic opportunity to all racial and socio-economic classes.

The Executive Director should bring a balanced perspective to the organization and understand that the private sector creates jobs and pays taxes, while government, as a steward of public resources, provides services and systems. The ideal candidate will be an effective facilitator of strong, persuasive, and well-intentioned leaders, both elected and appointed. Therefore, it will be important for the chosen candidate to be politically astute, understand board and community dynamics, and make sound and defensible recommendations.

Establishing strategic goals and objectives and being able to see the big picture and the greater good will be important for the next Executive Director. The agency has a very sound technical staff in place and the Director should be a dynamic individual who can motivate others and look at things from a broad perspective, not getting “in the weeds.” By understanding the importance of people skills, the ideal candidate will be able to set clear directives and communication of staff responsibilities, and help build staff capacity.



EDUCATION & EXPERIENCE

A bachelor's degree from an accredited college or university in planning, business, engineering, or a related field is required. A Master's degree in business, organizational development, planning, or a related field is preferred if the candidate's undergraduate degree is not transportation-related. The selected candidate must have five to 10 years of local government experience with a minimum of five years at the senior management level involving transportation planning, funding, statutory compliance, and responsibility for successful outcomes. Experience working with a Board of Directors and prior experience hiring, managing, coaching, training, leading, and developing a professional/technical staff is essential. AICP certification and/or prior MPO experience would be ideal.

COMPENSATION & BENEFITS

The annual salary range for this position is \$100,000 and \$140,000. The Spokane Regional Transportation Council participates in the Washington Department of Retirement Services (PERS including employee contribution and an employer matching rate. Additional benefits include a cell phone, comprehensive medical, dental, and vision coverage, paid vacation, and sick leave, and twelve paid holidays.



APPLICATION PROCESS

Please apply online at <http://bit.ly/SGROpenRecruitments>

For more information on this position contact:

Kurt Hodgen, Senior Vice President

kurthodgen@GovernmentResource.com

540-820-0531



The Spokane Regional Transportation Council is an Equal Opportunity Employer and values diversity in its workforce. Applicants selected as finalists will be subject to a comprehensive background check.

RESOURCES

Spokane Regional Transportation Council
srtc.org

Greater Spokane Incorporated
greaterspokane.org

Spokane Valley Chamber of Commerce
spokanevalleychamber.org

West Plains Chamber of Commerce
westplainschamber.org

FOLLOW US



To: Board of Directors
From: Kevin Wallace, Interim Executive Director
Topic: **Regional Transportation Project Priorities**

03/04/2021

Requested Action:

For information and discussion.

Key Points:

- On February 11, 2021, the SRTC Board unanimously approved two regional transportation priorities for funding: Priority One – Completion and Acceleration of the Connecting Washington Program; and Priority Two – Transportation System Preservation and Maintenance.
- At the February 11 meeting, the Board directed staff to organize a workshop to continue discussions on regional transportation priorities. The workshop was held on March 1, 2021 and addressed three specific questions.
- Workshop Question #1 – *Should SRTC lead the development of the initial regional transportation priorities?* There was consensus among the workshop participants that SRTC, under the direction of the Board, should take a lead role in developing future regional transportation funding priorities.
- Workshop Question #2 – *How does the region remain competitive for funding under the new federal direction?* There was general agreement among workshop participants that federal funding priorities are changing significantly under the new administration. Workshop participants generally supported the notion that our region will need to adapt to the new priorities to be successful with future federal funding requests. The group suggested that SRTC staff should develop an education program to clarify the emerging federal funding priorities and should also identify new methods for community engagement.
- Workshop Question #3 – *What are your suggestions for moving forward?* Workshop participants provided several suggestions, as outlined in the attached meeting notes. Transportation project and program priorities were discussed, as well as areas that SRTC might take a leadership role in the future. In particular, the need for new methods of outreach and the need to define regional priorities were discussed.
- Based on current Board direction, SRTC will support funding applications from the area that are consistent with Horizon 2040, the region's long-range transportation plan.
- The development of an annual legislative agenda for transportation will require a renewed commitment to regional cooperation among SRTC Board members.

Board/Committee Discussions:

The Board has recently discussed regional project priorities in November 2020 and February 2021.

Public Involvement:

All Board meetings and workshops are open to the public.

Supporting Information/Implications

This item was placed on the Board's agenda for information and discussion. It is anticipated that SRTC staff will continue to develop a process for identifying additional regional transportation funding priorities.

More Information:

- Attachment: Meeting notes from the March 1, 2021 Board workshop.
- For additional information contact: Kevin Wallace at kwallace@srtc.org or at 509.343.6370

MEETING NOTES

Spokane Regional Transportation Council
Board of Directors Regional Transportation Project Priorities Workshop
Monday, March 1 – 12:00 pm
Zoom Video Conference Meeting

Board Members Present

Mayor Ben Wick, *City of Spokane Valley*
Mayor Sonny Weathers, *City of Airway Heights*
Mayor Cris Kaminskis, *City of Liberty Lake*
Council Member Lori Kinnear, *City of Spokane*
Council Member Candace Mumm, *City of Spokane*
Commissioner Mary Kuney, *Spokane County*
E. Susan Meyer, *Spokane Transit Authority*
Adam Jackson, *TTC Chair*
Mike Gribner, *WSDOT-Eastern Region*
Kelly Fukai, *WA State Transportation Commission*

Guests Present

John Hohman, *City of Spokane Valley*

Staff

Kevin Wallace, *Interim SRTC Executive Director*
Eve McMenemy, *Principal Transportation Planner*
Mike Ulrich, *Principal Transportation Planner*
Julie Meyers-Lehman, *Admin-Exec Coordinator*

Mayor Wick called the meeting to order at 12:00.

Mr. Wallace noted this workshop was being held at the Board's request and stated at the February Board meeting a motion passed to adopt *Priority One – Completion and Acceleration of the Connecting Washington Program* and *Priority Two – Transportation System Preservation and Maintenance*.

The first question presented was "Should SRTC lead the development of the initial transportation priorities?" All comments were in favor. Mr. Wallace said staff will clarify and create a process for creating the priorities, distributing to organizations in the private sector, who will be able to use the list for legislative advocacy efforts.

Mr. Ulrich provided information about the 2021 INFRA (Infrastructure For Rebuilding America) grant program and addressed the changing priorities and objectives for federal transportation funding that have emerged with the new administration. INFRA Objective #1, *Supporting Economic Vitality*, remains the same, but two new key objectives are *Objective #2 Climate Change and Environmental Justice Impacts*, and *Objective #3 Racial Equity and Barriers to Opportunity*. Mr. Ulrich said the question becomes how does the region remain competitive for funding under the new federal direction?

The group discussed and some comments included:

- Due a lack of time to create new initiatives, a good option would be to review existing strategic and comprehensive plan documents to find elements that fit into the new objectives.
- Suggestion to focus on vehicle electrification.
- These federal emphasis areas are likely to remain for some time and very likely future WSDOT grants will be aligned similarly.
- Spokane Transit is currently developing requests for Senator Murray for Division Bus Rapid Transit and acceleration of fleet electrification.
- It might be harder for smaller jurisdictions to address Environmental Justice and Equity issues with transportation projects because they do not have the staff resources.
- New priorities could possibly be fairly similar, but the language has changed. The challenge can be how we define these terms.
- A better explanation of how these terms apply to transportation projects would be helpful.
- These focus areas are the wave of the future and it would be best to be prepared by incorporating them into the regional priorities.
- These terms can be used in many ways, not always with the traditional definitions.

The CFR definition of Environmental Justice was read. Mr. Wallace noted that the FAST Act is likely to be re-authorized later this year and the addition of these two new objectives are a significant change from the past. He asked how the Board sees SRTC's role to incorporate the new emphasis areas into regional transportation planning.

Some suggestions included:

- Several members suggested that SRTC should work to educate the Board and member agencies on the new emphasis areas to bring everyone up to speed.
- In the future a successfully qualifying project will have to be looked at in a different way and the MPO staff can assist member agency staff understand the federal statute language.
- There has often been a link between economic development and congestion.
- Staff noted that the new federal emphasis areas are already in the existing MTP, so it will be an easier task to update with new language.
- Maybe multi-jurisdictional teams could help the smaller towns with EJ and Equity issues since they typically have fewer staff and resources.

Mr. Ulrich asked for the group for their suggestions on moving forward with this topic. After discussion the following points arose:

- Accelerated funding for the North Spokane Corridor and careful examination of nearby feeders/connectors.
- Walkable schools.
- SRTC can take a leadership position to reimagine outreach to acknowledge equity and racial barriers to opportunity; it's likely Congress has in mind much more robust outreach than in the past.
- SRTC assistance to member agencies for equity outreach. Improving techniques to reach the traditionally underserved communities.
- Objective metrics for review of outcomes and impacts; objective conversations are more fruitful.
- It would be helpful to assemble the project priority list of all agencies and jurisdictions in both a visual representation and written format.
- Striving to have truly honest discussions as to why one project has a greater regional priority than another; these are difficult conversations to have, but ultimately serve the region better.
- Consider source of funds and eligibility when making a priority project list.
- The TTC worked on prioritization in 2019, but there was not an evaluation of regional need.
- Need to make a cohesive package or "tell a story" about regional needs in order to increase competitiveness for grants.
- Discussion about the priority project list and map that was created in 2020 at the request of Joint Chamber Regional Transportation Coalition and how it might fit into the new federal focus areas.
- Establishing clear goals about data housed at SRTC.
- Importance to include transportation needs of youth.

The meeting adjourned at 1:01 pm

2021 Draft Board Agenda Items

APRIL

For Action	For Information & Discussion
	US 195/I-90 Study Final Report (tentative)
	2021 Q1 Budget Update
	DivisionConnects LPA
	Electrification Grant Project & Contract Update
	Public Participation Plan Update
	2023-2024 Unified Planning Work Program Overview

MAY

For Action	For Information & Discussion
Electrification Grant Contract Approval	2023-2024 Unified Planning Work Program

JUNE

For Action	For Information & Discussion
2023-2024 Unified Planning Work Program	

JULY

For Action	For Information & Discussion
	Call for Preservation Projects
	Draft Metropolitan Transportation Plan Needs Analysis

AUGUST

For Action	For Information & Discussion
Call for Preservation Projects	Public Participation Plan Update
Metropolitan Transportation Plan Needs Analysis	

MEETING SUMMARY

Spokane Regional Transportation Council 2/21/2021 Transportation Advisory Committee (TAC) Meeting Zoom Video Conference

Action Items

- Approval of amended January meeting minutes passed unanimously.

Information & Discussion Items

• **Fish Lake Trail Connection Study** – Brandon Blankenagel of KPFF presented information about the four potential alignments under review for the connection from the Centennial Trail People's Park trailhead to the Fish Lake Trail. He showed illustrations of existing conditions of the roadways and how they might be changed under the preferred alternative. He addressed roadway crossing design, public outreach and community involvement. Estimated construction costs for the four alternatives run from \$7.5M to \$21.9M. He explained the advisory committees' evaluation process and outcomes. The next steps in the process are to complete the final report and deliver it to the City of Spokane City Council for consideration.

• **Spokane Bicycle Advisory Board Update** – TAC Member Rhonda Young is a member of the Board and she spoke about their accomplishments in 2020, including Adoption of All Ages & Abilities design standards, bridge design standards, discussion of mandatory bike helmet mandates, etc. She described items in the 2021 work plan, which will focus on connectivity, making recommendations on plans and studies throughout the region and providing feedback on bike lane plans interacting with routine street resurfacing and maintenance. She spoke about the City of Spokane's Active Transportation weekly update which contains a lot of resources and information. It was suggested that the Active Transportation update should be added to SRTC's Public Participation Plan.

• **Transportation Projects and Events at Gonzaga University** – Ms. Young said there have been heightened conversations on campus about social justice and the societal impacts of transportation projects. Transportation, social justice, equity and inclusion are areas where perhaps the TAC could get involved. She shared information about several tentative events being developed; (1) In collaboration with WSDOT, events to bring students and transportation practitioners together for conversations (2) Discussions about disproportionate rise in pedestrian deaths in the U.S. over the past 28 years (3) A field trip focused on identifying Inclusive Design Principles.

• **Metropolitan Transportation Plan Engagement Survey** – Ms. Jones said last month the group discussed 5 different milestones for MTP process and one of them is a public survey. Last one was done in 2013. Want to brainstorm what kind of questions should be asked of the public. She shared of a list of potential survey questions that staff developed, several of which are related to how COVID has impacted transportation needs/challenges and asked for input from the group. Members discussed how the survey responses will inform transportation planning. A list of proposed survey questions will be distributed to members for additional comments and suggestions.

• **Public Participation Plan Update** – Ms. Jones showed the update timeline, and areas of opportunity for TAC members, upcoming workshops in March and April. She recapped what was accomplished at PPP Workshop #2, reviewed other MPO's PPP goals & objectives, reviewed SRTC PPP principles, brainstormed outreach barriers and brainstormed goals and objectives. The group discussed the draft goals and objectives for the PPP update.

MEETING SUMMARY

Spokane Regional Transportation Council 02/24/21 Transportation Technical Committee (TTC) Meeting Zoom Video Conference

Action Items

- **2021-2024 Transportation Improvement Program March Amendment** – Staff presented information about the two projects and public transit performance targets that are included in the proposed amendment. There were no questions or discussion.

A motion to recommend Board approval of the amendment passed unanimously.

- **DATA Project Draft Design Plan** – Staff emphasized the robust stakeholder engagement process, spoke about the project phasing plan, and highlighted key accomplishments to date. The six proposed data/tool investments and estimated costs were presented. Based on feedback, a new development in the DATA Project plan is the division of Phase 2 into two distinct tasks; Task 2a will be initial scoping and cost refinement and Task 2b will be full implementation of the DATA work program.

All votes were in favor of the motion to recommend to Board approval of the DATA Project Design Plan.

- **Transportation Improvement Program (TIP) Contingency Funding Awards** – Staff outlined types and amounts contingency funding available; there is \$2.5 in Congestion Mitigation Air Quality funds and \$429,680 in Highway Infrastructure Program funds. Eligibility rules for both types were reviewed. Staff explained the contingency funding process and criteria.

The three projects proposed to receive contingency funds are:

- Bigelow Gulch Project 6 (Spokane County) - \$429,680
- Pines & Mission Intersection (City of Spokane Valley) - \$1,418,600
- Driscoll-Alberta-Cochran Sidewalk Infill (City of Spokane) - \$355,252

The motion to recommend Board award contingency funding to the projects passed with all votes in favor.

Information and Discussion Items

- **Metropolitan Transportation Plan (MTP) Freight Element** – Staff explained that the project to update the freight portion of the MTP consists of two main elements: a regional freight study and development of an investment strategy. This presentation summarized the freight study, which was completed by staff and a subject matter expert team make up of both public and private sector representatives. The study is also divided into Task A: Freight and Land Use and Task B: Freight and the Regional Economy. Staff provided details and visualizations on regional overnight truck parking, center of freight generation/activity, key freight routes and corridors, freight-related equity and environmental justice locations.