

# Board of Directors Meeting Agenda

Thursday, April 14, 2022 - 1:00 pm

Time	Item	Page #
	<b>1. Call to Order / Record of Attendance / Excused Absences</b>	
	<b>2. Public Comments</b>	
	<b>3. Executive Director's Report</b> ( <i>Lois Bollenback</i> )	
	a) Interlocal Agreement Implementation Subcommittee Update	
	b) Transportation Advisory Committee (TAC) Member Resignations	
	c) Update on Format for Future Board Meetings	
	<b><u>FOR ACTION</u></b>	
	<b>4. Consent Agenda</b>	
	a) March 2022 Meeting Minutes	
	b) March 2022 Vouchers	
	c) SRTC Letters of Support for Local Agencies' Grant Requests	
	<b>5. Correction to Section 6.B.3 of the 2021 Interlocal Agreement</b>	
	<b>6. Establish Executive Director Review Committee</b>	
	<b><u>FOR INFORMATION AND DISCUSSION</u></b>	
	<b>7. Call for Projects: Update</b> ( <i>Eve McMenamy</i> )	
	<b>8. 2022 Transportation Planning Presentation Series: Stewardship</b> ( <i>Kylee Jones</i> )	2
	<b>9. Toll Credits Policy</b> ( <i>Kylee Jones</i> )	22
	<b>10. 2021 Transportation Improvement Program Project Obligation Report</b> ( <i>Kylee Jones</i> )	32
	<b>11. 2022 Q2 Budget Update</b> ( <i>Greg Griffin</i> )	38
	<b>12. Board Member Comments</b>	
	<b>13. Adjournment</b>	

AGENDA TIMES IN BLUE TYPE HAD MEETING PRESENTATIONS; ALL HAVE BEEN COMBINED INTO THE FOLLOWING DOCUMENT.

# 2022 Discussion Series: Stewardship

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SRTC Board of Directors

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April 14, 2022

# Timeline



**January**

MPO Purpose

**February**

Quality of Life

**March**

Safety

**April**

Stewardship

**May**

Equity

**June**

Economic Vitality

**July**

Land Use & Transportation

**August**

Transportation System Maintenance  
and Operations (TSMO)

**September**

Funding

**October**

Prioritization Strategy

**November**

Review Priority List

**December**

Approve Priority List



# Purpose

Today

Educate

Build a deeper understanding of topics

Today

Dialogue

Dialogue and exchange ideas to advance transportation in the region

Today

Identify

Identify transportation needs and future planning activities

Later

Develop

Develop legislative policy positions and funding strategies

Later

Refine

Refine metrics for project prioritization

# Unified List of Regional Transportation Priorities

SORTED BY OVERALL MTP CONSISTENCY WITHIN EACH PROJECT STATUS CATEGORY

Spokane Regional Transportation Council  
Approved by the SRTC Board of Directors on November 11, 2021

Spokane Regional Transportation Council  
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			PROJECT SCREENING CRITERIA							
			MTP CONSISTENCY CRITERIA						EMPHASIS AREAS	
PROJECT TITLE	AGENCY	UNFUNDED AMOUNT	PROJECT STATUS	ECONOMIC VITALITY	OPERATIONS MAINTENANCE PRESERVATION	STEWARDSHIP	QUALITY OF LIFE	SAFETY	EQUITY	CLIMATE CHANGE
Project Implementation Category										
<b>PINES ROAD/BNSF GRADE SEPARATION</b> Grade separation and multi-lane roundabout	Spokane Valley	\$ 19,300,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		<div></div>
<b>DOWNTOWN ALTERNATIVE TRANSPORTATION IMPROVEMENTS</b> Completes various gaps in the City's pedestrian/bicycle network	Airway Heights	\$ 792,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
<b>PACIFIC AVENUE GREENWAY</b> Bike/ped safety improvements	Spokane	\$ 3,900,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
<b>I-90 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATION IMPROVEMENTS (TSMO)</b> Various projects from SR 904 to Idaho state line	WSDOT	\$ 20,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		<div></div>
<b>AIRPORT DR AND SPOTTED RD REALIGNMENT AND INTERCHANGE</b> Realign roadway and construct grade-separated interchange	Spokane International Airport	\$ 19,300,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
<b>INDUSTRIAL SUBAREA CONNECTIVITY PROJECT</b> Extends and improves Russell St from US 2 to McFarlane Rd	Airway Heights	\$ 2,764,500	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
<b>WEST PLAINS CONNECTION</b> Multimodal corridor improvement project	Airway Heights / Spokane	\$ 22,375,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
<b>BIGELOW-SULLIVAN CORRIDOR FREIGHT MOBILITY &amp; SAFETY PROJECT</b> Reconstruction and widen to 4-lane arterial w/ITS improvements	Spokane County / Spokane Valley	\$ 34,000,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		
<b>STA FLEET ELECTRIFICATION</b> Replace 20 diesel coaches w/40' battery electric buses	Spokane Transit Authority	\$ 21,600,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
<b>MILLWOOD TRAIL—NORTH SPOKANE CORRIDOR TO FELTS FIELD</b> New shared-use trail	Spokane	\$ 5,700,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
<b>BARKER CORRIDOR IMPROVEMENTS - PHASE I</b> Reconstruct and widen to 3- to 5-lane arterial from Mission Ave to City Limits	Spokane Valley	\$ 12,900,000	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>		

# Unified List of Regional Transportation Priorities

## PROJECT SCREENING CRITERIA

*Projects evaluated based on the following screening criteria factors:*

### PROJECT STATUS

Design • Right-of-way • Environmental • Percent funded • In existing plan or study

### MTP CONSISTENCY

#### **ECONOMIC VITALITY**

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity\*

#### **OPERATIONS, MAINTENANCE & PRESERVATION**

Incorporates TDM or TSMO solutions; or project improves capacity without adding travel lanes or roadways • Improves NHS bridge or pavement condition; or project contributes to meeting STA's adopted public transit asset management targets

#### **STEWARDSHIP**

Avoids increasing SOV travel lanes or prevent expanding roadway capacity • Implements electrification strategies

#### **QUALITY OF LIFE**

Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

#### **SAFETY**

Incorporates appropriate countermeasures to address safety issues, or contribute to STA safety targets • Identified in a state or local plan, or an approved prioritized list of safety projects

*\*Areas of limited connectivity defined as those lacking the infrastructure necessary to support either federal functional classification spacing guidelines and/or transit in areas currently lacking service.*

### PROJECT EMPHASIS AREAS

#### **EQUITY**

Project developed with a main emphasis on benefiting an area of potential disadvantage

#### **CLIMATE CHANGE**

Project developed with a main emphasis on reducing air quality emissions and vehicle hours traveled (VHT)

## MTP CONSISTENCY

### ECONOMIC VITALITY

Located on Regional Freight Priority Network and/or provides access within or between two or more regional activity centers • Increases redundancy in areas of limited connectivity\*

### OPERATIONS, MAINTENANCE & PRESERVATION

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### STEWARDSHIP

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Increases transit or active transportation access or service frequency • Increases transit or active transportation access, or service frequency, to areas of potential disadvantage

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# Stewardship

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- Minimize negative impact to the natural environment
- Increase positive impacts to the human environment
- Improve the quality, effectiveness & efficiency of the transportation system





# Stewardship

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- **Quality of Life, Condition of Assets, & Operations, Maintenance and Preservation**
- **What do we need to do/consider to be the most responsible stewards of the funding that the region receives?**

## Climate change may see one in four US steel bridges collapse by 2040



ENVIRONMENT 23 October 2019

by Ruby Prosser Scully

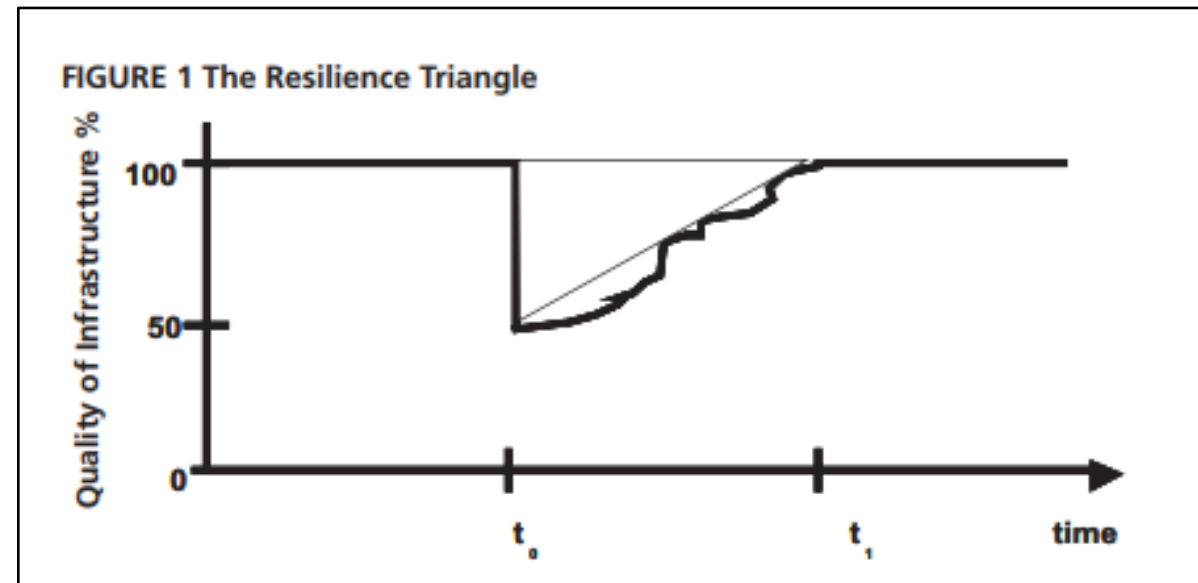


# Climate Change

- **Stewardship:** Minimize negative impacts to the natural environment & positive human impacts
- What is climate change and why is it important to think about in the context of transportation?

# Sustainability & Resiliency

- **Sustainable Development:** Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- **Resilient Transportation System**
  - Robustness
  - Redundancy
  - Resourcefulness
  - Rapidity





Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Robustness

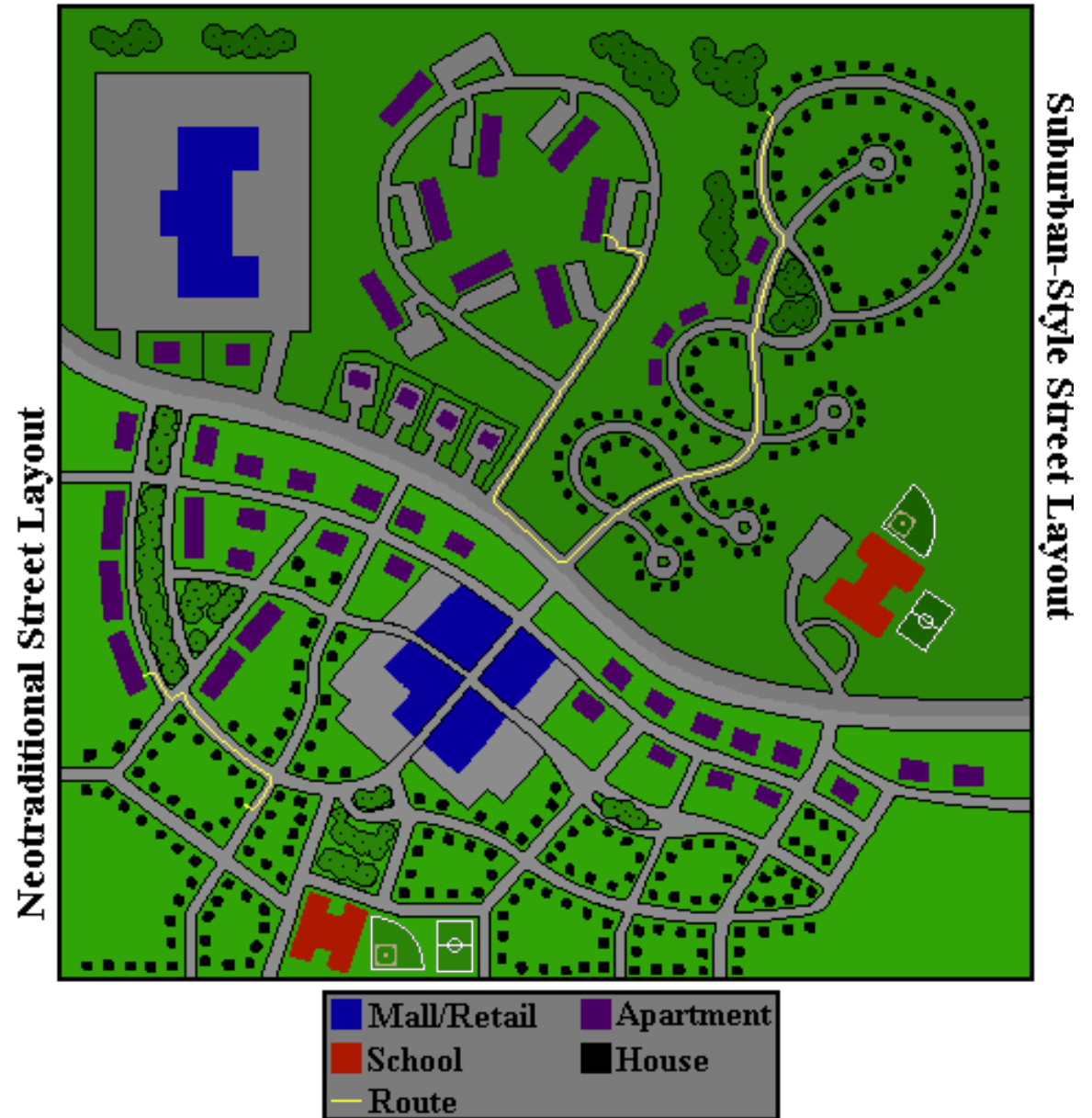
- Increase facility design and construction standards to withstand extreme conditions



# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Redundancy

- Increase network redundancy and connectivity



# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Redundancy

- Increase transportation system diversity



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# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Resourcefulness

- Improve the ability to communicate with transportation system users (technology)
- Improve systems to identify potential problems, including physical damage, unusual demands and new risks



# Stewardship, Climate Change, Sustainable & Resilient Systems - How do we get there?

## Rapidity

- Establish ways to prioritize transportation system resources





# Current Criteria

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**Stewardship:** Avoid increasing SOV lanes, supports electrification

**Climate change:** Project developed with the intent to reduce emissions & improve air quality and reduce vehicle hours travelled

**Economic Vitality:** Increase redundancy in areas with limited access

# What are the most important factors to consider ?

## Current Criteria

- Avoid increasing SOV lanes
- Supports electrification
- Project developed with the intent to reduce emissions & improve air quality
- Reduce Vehicle Hours Traveled (VHT)
- Increase redundancy in areas with limited access

## What other metrics would strengthen this Stewardship Criteria?

- Vehicle Mile Traveled (VMT)
- Tailpipe emissions
- Incorporates best practice/new technology
- Supports system diversity
- Uses best preservation techniques/materials

To what degree (weighting) does stewardship factor into project prioritization?

# Stewardship, Climate Change, Sustainable & Resilient Systems - **How do we get there?**

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- Increase transportation system **diversity**.
- Increase **network redundancy and connectivity**
- Increase **facility design and construction standards** to withstand extreme conditions.
- Improve systems to **identify potential problems**, including physical damage, unusual demands and new risks.
- Improve the ability to **communicate** with transportation system users
- Establish ways to **prioritize** transportation system **resources**

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# Thank you!

**Kylee Jones**

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# Toll Credits

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SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

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April 14, 2022

# Background

- Federal law permits States with toll facilities to earn toll credits that can be applied towards the non-Federal share requirements on Federally funded projects.
- WSDOT has a toll credit program dating back to 1992 and has recently updated their policy to expand the use of toll credits
- Now MPO can use toll credits for certain funding programs through 2026.

# Toll Credits: What are they?

- Toll credits provide a way to eliminate the need for non-federal matching funds on a project.
- The practical implication is SRTC could fund projects at 100% rather than at the typical 86.5% within our funding programs.
- Local agencies do not have to provide matching funds to projects (for eligible expenditures)





# Toll Credits: What they are not & limitations

- Toll Credits are not the same as cash
- They do not bring additional funding to the region or project
- Funding projects at 100% instead of 86.5% would limit the number of projects SRTC could fund for our member agencies and partners.



# Examples of Toll Credit Utilization By MPO's



Project	Toll Credits	Local Match	Funding Allocated
1	100%	0%	\$10 Million
2	100%	0%	\$10 Million
3	100%	0%	\$10 Million
4	100%	0%	\$10 Million
5	100%	0%	\$ 0 of \$10M

# Examples of Toll Credit Utilization By MPO's



Project	No Toll Credits	Local Match	Funding Allocated
1	86.5%	13.5%	\$8.65 Million
2	86.5%	13.5%	\$8.65 Million
3	86.5%	13.5%	\$8.65 Million
4	86.5%	13.5%	\$8.65 Million
5	86.5%	13.5%	\$ 5.4 of \$10M

# WSDOT Toll Credit Program Considerations:

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- The use toll credit utilization is not addressed in the Call for Projects applications due on April 4, 2022
- STBG/CMAQ/TAP/HIP projects are eligible – IF SRTC fully funds the phase/project
- Discretionary projects (e.g., TIGER, INFRA, BUILD, etc.) do not allow toll credits as match
- Project delivery timeline – should align with SRTC's STIP/OA delivery requirements

# SRTC Policy Considerations

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Toll credit use: accept, reject, apply limited use

Limit toll credit use examples:

- Use only for smaller jurisdictions (small towns, rural)
- Equity related projects
- Capping the amount of Toll Credit request (per agency/per call)
- Use for to redistribute de-obligated funds or additional funds that may become available – replace local match\*
- Use only to meet our yearly obligation authority target

# Next Steps

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- March - Feedback from TAC & TTC about use of Toll Credits
- April -
  - Board feedback on Toll Credit
  - SRTC staff to develop draft Toll Credit policy
  - Draft Toll Credit policy for recommendation by TAC/TTC
- May - Draft Toll Credit policy for Board approval





# Thank you!

**Kylee Jones**

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# 2021 TIP Project Obligation Report

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SRTC Board of Directors

Kylee Jones, Associate Transportation Planner III

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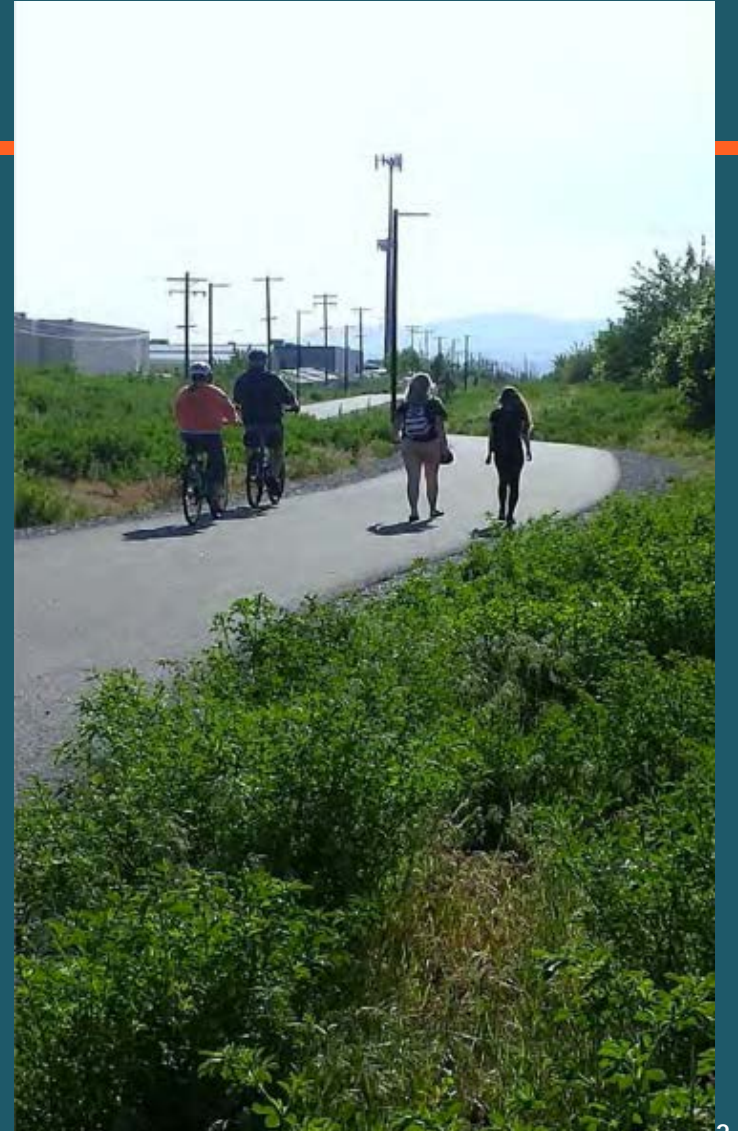
April 14, 2022



# Project Obligation Report

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- Federal requirement for MPOs (annual)
- List of obligated projects
- Obligation → Authorized to proceed
- De-Obligation → Returned unused funds



# Project Obligation by Year

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TABLE 1	
Program Year	Federal Funds Obligated
2021	\$44M
2020	\$113 M
2019	\$42 M
2018	\$56 M
2017	\$40 M



# Project Obligation by Project Type



# Closed Projects & De-Obligated Funds

- Total Projects Closed: 20 Projects
- Regionally-Managed: 6 Projects

## De-Obligated Funds



## Regionally-Managed Federal Funds

Returned to SRTC  
for reprogramming on other local  
projects

## Other Federal Funds

Returned to WSDOT  
or FHWA/FTA for reprogramming  
on other projects; unlikely to be  
reprogrammed on projects in  
Spokane County

Table 5	
Fund Type	Federal Funds Deobligated
CMAQ	\$9,568
HIP	\$12,912
STBG Regional	\$41,367
STBG-SA	\$183,242
<b>TOTAL</b>	<b>\$247,089</b>





# Thank you!

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**SRTC CY 2022, Report through March 31, 2022**

	CY 2022 Approved	CY 2022		Prior Year-to-Date	CY 2022 % of Budget
		1st Qtr	Year-to-Date		
<b>REVENUES</b>					
<b>SRTC Cash Balance 12/31/21</b>			<b>639,721</b>		
Designated Local Funds carried over from 2021	20,250				
FHWA PL (Federal Public Law Funds)	698,741	36,055	36,055	135,627	5%
FTA (Federal Section 5303 Funds)	280,223	61,535	61,535	116,419	22%
STBG Planning Funds	350,000	249,210	249,210	36,749	71%
STBG Data & Study Project Funds	735,250	81,798	81,798	37,066	11%
RTPO (State Planning Funds)	144,651	48,715	48,715	94,008	34%
Local Dues	272,705	272,471	272,471	231,405	100%
Grants - Other	850,000	-	-	650	0%
Other Local Study Project Funds (STA 2020 Division Study)	50,000	-	-	60,315	0%
Spokane County Treasury Interest	10,000	952	952	3,318	10%
<b>TOTAL REVENUES (Received in 2022)</b>	<b>3,411,820</b>	<b>750,736</b>	<b>750,736</b>	<b>715,557</b>	<b>22%</b>
<b>EXPENDITURES</b>					
<b>Personnel</b>					
Salaries	924,323	213,344	213,344	196,464	23%
Accrued Leave Payouts (includes unemployment)	1,500	-	-	11,633	0%
FICA	70,711	16,507	16,507	16,144	23%
WA State Retirement System	92,931	22,478	22,478	27,184	24%
Insurance	154,552	33,316	33,316	35,372	22%
<b>Total Personnel</b>	<b>1,244,017</b>	<b>285,645</b>	<b>285,645</b>	<b>286,797</b>	<b>23%</b>
<b>Contractual and Professional Services</b>					
Legal Services	25,000	7,371	7,371	8,272	29%
Consultants & Professional Svcs	57,108	3,106	3,106	57,548	5%
Professional Services - ETS Grant Work	850,000	-	-	-	
MTP Update	20,000	-	-	9,351	0%
Consultant Svcs & D.A.T.A.	700,000	74,427	74,427	23,989	11%
Consultant & Division St Study	200,000	65,283	65,283	138,049	33%
State Audit Charges	15,000	-	-	-	0%
<b>Total Contractual and Professional Services</b>	<b>1,867,108</b>	<b>150,187</b>	<b>150,187</b>	<b>237,209</b>	<b>8%</b>
<b>Materials and Services</b>					
Publications	500	130	130	20	26%
Postage	300	179	179	56	60%
Operating Supplies	4,500	91	91	41	2%
Minor Furniture	1,000	363	363	-	36%
Telephone	6,120	3,149	3,149	1,878	51%
Advertising	2,620	496	496	551	19%
Rent - Office Space	87,600	22,231	22,231	14,107	25%
Rent - Meeting Rooms	500	-	-	-	0%
Lease - Copier	2,200	318	318	448	14%
Property and Liability Insurance	15,500	-	-	-	0%
Printing	750	-	-	-	0%
IF Charges	4,860	66	66	65	1%
<b>Total Materials and Services</b>	<b>126,450</b>	<b>27,023</b>	<b>27,023</b>	<b>17,167</b>	<b>21%</b>
<b>Travel, Training, and Staff Development</b>					
Mileage & Parking	1,900	58	58	5	3%
Travel / Training (Staff)	33,650	2,010	2,010	419	6%
Educational Speaker Series	5,000	-	-	-	0%
Board/Staff Retreats, Facilitators, Food	3,700	30	30	18	1%
Dues, Subscriptions, and Memberships	8,625	328	328	2,208	4%
<b>Total Travel, Training, and Staff Development</b>	<b>52,875</b>	<b>2,427</b>	<b>2,427</b>	<b>2,649</b>	<b>5%</b>
<b>IT Operations</b>					
IT Professional Svcs	54,500	6,300	6,300	5,903	12%
Software	43,501	24,668	24,668	30,353	57%
Hardware - New and Replacement; Repairs/Maint.	12,250	481	481	25	4%
Online Services	11,120	3,157	3,157	3,203	28%
<b>Total IT Services</b>	<b>121,371</b>	<b>34,606</b>	<b>34,606</b>	<b>39,484</b>	<b>29%</b>
<b>TOTAL EXPENDITURES (Paid in 2022)</b>	<b>3,411,820</b>	<b>499,888</b>	<b>499,888</b>	<b>583,306</b>	<b>15%</b>
<b>CASH BALANCE 3/31/22</b>			<b>890,569</b>	<b>861,487</b>	