



Transportation Advisory Committee Meeting

Wednesday, April 27, 2022 | 3:00PM

Virtual Meeting on Zoom Videoconference

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Transportation Advisory Committee Meeting

Wednesday, April 27, 2022 - 3:00 PM

AGENDA

Time	Item	Page
3:00	1. Call to Order / Record of Attendance	
3:02	2. Approval of March 2022 TAC Meeting Minutes	3
3:03	3. Public Comments	
3:04	4. TAC member comments	
3:07	5. Chair Report on SRTC Board of Directors Meeting	
	<u>FOR ACTION</u>	
3:10	6. Toll Credits Policy (<i>Kylee Jones</i>)	6
3:20	7. Select Replacement for Vice-Chair Position (<i>Kylee Jones</i>)	10
	<u>FOR INFORMATION & DISCUSSION</u>	
3:25	8. Transportation Discussion Series: Stewardship (<i>Kylee Jones</i>)	11
3:45	9. 2024-2026 Call for Projects Update (<i>Eve McMenemy</i>)	12
3:50	10. 2022 TIP Obligation Target Update (<i>Eve McMenemy</i>)	15
4:00	11. Agency Update (<i>Kylee Jones</i>)	
4:10	12. Adjournment	

MEETING MINUTES

Spokane Regional Transportation Council - Transportation Advisory Committee
March 23, 2022 | Zoom Video Conference

1 Call to Order/Record of Attendance

Ms. Rhonda Young, TAC Chair, called the meeting to order at 3:01 pm.

IN ATTENDANCE**TAC Members:**

Rhonda Young, Chair
Heid Christensen, Vice Chair
Leasa Bolen
Raychel Callary
Todd Coleman
Carlie Hoffman
Jorgen Rasmussen
Tom Sahlberg
Bill White
Todd Williams
Charlie Wolff
Claudine Zender
Kim Zentz

Guests:

Kimberly Merritt, Epic Land Solutions

SRTC Staff:

Kylee Jones, *Assoc. Transportation Planner III*
Mike Ulrich, *Principal Transportation Planner*
David Fletcher, *Principal Transportation Planner*
Jason Lien, *Principal Transportation Planner*
Michael Redlinger, *Assoc. Transportation Planner II*
Lois Bollenback, *Executive Director*
Julie Meyers-Lehman, *Admin.-Exec. Coordinator*

2 Approval of February 2022 TAC Meeting Minutes

Mr. White made a motion to approve the minutes; Ms. Callary seconded.

Mr. Sahlberg stated that the motion for agenda item 8 (on page 5) had no second prior to the vote being taken. He said he would retroactively second the motion.

The motion to approve February minutes as amended passed unanimously.

3 Public Comments

There were no public comments.

4 TAC Member Comments

There were no comments.

5 Chair Report on SRTC Board of Directors Meeting

Ms. Christensen attended the March Board meeting in place of Chair Young; she reported on the Board meeting.

ACTION ITEMS

None

INFORMATION & DISCUSSION ITEMS

6 Transportation Discussion Series: Safety

Mr. Ulrich spoke about the safety components tracked and evaluated and safety/security fits into the Metropolitan Transportation Plan's guiding principles. He shared a map containing 12 years of safety data that illustrated areas of crashes. He noted the region does not have a regional safety plan and the group discussed where SRTC fits into the regional safety planning equation.

Member comments included:

- While the majority of safety problems are caused by human behavior, there can still be a lot done by engineering and design to improve safety. This is done in many other countries.
- SRTC can play a regional leadership role in being a proponent of an engineering systems approach to safety.
- Part of the safety discussion includes pedestrian safety and there are not many ways of measuring pedestrian activity. Suggested that SRTC could identify where installation of pedestrian counters would be most useful. Staff agreed there is a lack data for pedestrian activity.
- The data tracking location and cause of crashes is very important.
- Three elements of traffic safety are education, enforcement, and engineering, in that order. SRTC should be involved in the education factor.
- When weighting the scoring for project applications, safety should be at the head of the list.

7 DivisionConnects Update

Mr. Lien reported that the first phase of the study concluded in spring of 2021 and the second and final phase began in Summer 2021. Phase 2 includes evaluation of land use around the proposed bus rapid transit stations along the corridor, preliminary design of pedestrian/bicycle facilities, and travel demand modeling. He spoke about the study's next steps and final recommendations expected to be complete this Spring 2022.

8 Toll Credits

Ms. Jones explained that the WSDOT toll credit program has recently been updated to allow MPOs the option to utilize toll credits in the regional transportation funding process for certain types of grant programs. This means SRTC could fund projects at 100% and project sponsors would not have to provide local match. However, this does not increase the overall dollar amount of funding allotted to SRTC. SRTC does not currently have a set policy on utilizing toll credits and staff is asking for input from the TAC.

The group discussed and comments included;

- Clarification on the amount of toll credits on an annual basis, where the funding comes from, and where the tolls are collected.
- Questioned if this program implies that there will be toll roads in Spokane in the future.
- Ms. Zentz used to serve on the Transp. Improvement Board and witnessed how challenging it can be for smaller jurisdictions to get projects funded because they can't come up with the local match.
- Applying the credits in a limited or selective method seems to be the most sensible approach.

9 Agency Update and Future Information Items

Ms. Jones asked for volunteers to take part in the application scoring for the SRTC 2024-2026 Call for Projects. Ms. Hoffman and Chair Young volunteered.

10 Adjournment

There being no further business, the meeting adjourned at 4:18 pm.

Julie Meyers-Lehman, Recording Secretary

To: Transportation Advisory Committee

04/20/2022

From: Kylee Jones, Associate Transportation Planner III

Topic: Toll Credits Policy

Requested Action:

Recommend Board approval of the following draft Toll Credit Policies:

- SRTC may use Toll Credits to increase the federal share of a project to meet TIP obligation delivery targets. If utilized, available funds will be evenly distributed across eligible projects or agencies.
- SRTC may use Toll Credits for small towns under 5,000 population to replace local match for projects funded by Surface Transportation Block Grant (STBG) and STBG-Set Aside (Transportation Alternative) funding.

Key Points:

- Federal law permits States with toll facilities to earn toll credits that can be applied towards the non-Federal share payable requirements on Federally funded projects (23 U.S. Code § 120).
- Washington State Department of Transportation (WSDOT) has a toll credit program dating back to 1992 and has recently updated their *Policy for Allocation and Use of Toll Credits*, (see **Attachment**).
- The updated WSDOT policy now allows Metropolitan Planning Organization (MPOs) the option to consider utilizing toll credits for our regional competitive funding programs through 2026. This would include Surface Transportation Block Grant (STBG), Transportation Alternative (TA), Highway Improvement Program (HIP) and Congestion Mitigation Air Quality (CMAQ) funding programs.
- Toll credits are not the same as cash. The practical implication is SRTC could fund projects at 100% rather than at the typical 86.5% within our funding programs. This would limit the number of projects SRTC could fund for our member agencies and partners.
- Examples and implications of how toll credits work were presented at the Board and committee meetings.
- The Toll Credit Policies, once approved by the SRTC Board will become part of the Transportation Improvement Program (TIP) Guidebook and direct the use of toll credits in our funding program.

Board/Committee Discussions:

The Board discussed this topic on 4/14/2022; the Transportation Technical Committee and Transportation Advisory Committee discussed this topic on 03/23/2022.

Public Involvement

All meetings of the SRTC Board and Committees are noticed and open to the public.

Supporting Information/Implications:

SRTC's [Transportation Improvement Program \(TIP\) Policies and Procedures Guidebook](#) is a transportation programming resource for SRTC's member agencies. The purpose of the Guidebook is to: (1) outline the goals and objectives of SRTC's program and to (2) identify the policies and procedures necessary to implement the program. Any policies or procedures pertaining to the use of toll credits should be included in the TIP Guidebook.

More Information:

- See Attachment: WSDOT Policy for Allocation and Use of Toll Credits
- For more information contact: Kylee Jones at kjones@src.org or 509.343.6370

Washington State Department of Transportation (WSDOT)
Policy for Allocation and Use of Toll Credits (Updated)

Background

In 1991, Congress created toll credits as part of the Intermodal Surface Transportation Efficiency Act (ISTEA). Toll Credits were established as a mechanism to assist states in meeting the matching requirements on federally funded projects. Toll credits are a matching tool available to any state that generates revenues from tolling facilities and satisfies established criteria. These credits allow federal funds to serve as match for the federal funds on a project.

Washington State has certified toll credits based on toll revenues dating back to 1992. For the purposes of the toll credit calculation, federal law includes ferry fare collections as toll revenue. Each year that WSDOT certifies toll credits, it must demonstrate that it has met criteria designated by FHWA, known as the Maintenance-of-Effort (MOE)¹. Each year that Washington passes the MOE, it is eligible to certify its toll credits based on its tolling revenues and capital expenditures. To date, Washington has certified \$3.25 billion in toll credits and has used approximately \$1.02 billion through federal fiscal year 2020.

Toll Credits earned may be applied toward the non-Federal matching share of programs authorized by Title 23, U.S.C, except the credit may not be applied to projects funded with FHWA's emergency relief funds. Additionally, the credit may be applied to transit programs authorized by Chapter 53 of Title 49, U.S.C.

How Toll Credits Work

Toll credits are not money. They do not bring any funds to a project. Toll credits provide a way to eliminate the need for non-federal matching funds on a project. Typically, projects funded with federal money require matching dollars from other non-federal sources. For each dollar of toll credit earned, a state may use a dollar of its federal funds to serve as match. For example, a project funded with 80 percent federal funds and requiring 20 percent matching funds can be 100 percent federally funded. With some exceptions, toll credits are eligible for most highway and transit capital projects.

Policy for Allocation and Use of Toll Credits

WSDOT's policy for allocating toll credits is to maximize the use of federal funds to deliver the highway and ferry capital programs in its 16-year budget. In addition, toll credits are utilized when federal grant programs allow to maximize the amount of federal funds requested and to minimize the match that is required. WSDOT makes available Toll Credits for use to local agencies and/or transit projects through its Local Programs and Public Transportation Divisions for any eligible priority projects identified.

The projects that utilize toll credits must align with WSDOT's Executive Management, the Governor's Office, and the Legislature transportation investment policy objectives.

¹ MOE determination required by 23 U.S.C. § 120(j)(2)

Use of Toll Credits

- **State Highway and Ferry Capital Investments** - WSDOT utilizes toll credits to match federally funded projects in the department's 16-year highway construction and ferry capital programs. Toll credits are not utilized on highway and ferry projects when:
 - The project has sufficient state or local match
 - For projects that receive discretionary grant funds which do not allow use of toll credits to meet match requirements (e.g., TIGER, INFRA, BUILD, ER (emergency relief, etc.).

Toll credits are a tool that offers greater flexibility to balance the use of state cash and meet the constraints that come with funding projects with bonds and federal funds.

- **Local Projects of Regional Significance** - WSDOT provides toll credits to local projects that aid in the completion of state mega-projects or projects that have significant regional importance from the department's perspective.
- **Local Roadway Projects** - Toll credits are allocated for local bridge, transportation alternatives, NHS asset management and safety projects as these programs align with the state's investment objectives. In addition, any local projects that receive federal earmarks or discretionary funds can utilize toll credits if matching funds are not already available on the project. Projects that utilize toll credits have delivery timelines that must be met for their use. If projects do not meet these timelines, local match is required in place of toll credits. This allows for more certainty in the amount of federal funds that can be distributed to Local Agencies statewide.
- **Legislatively Directed Toll Credits to Transit Projects** - WSDOT provides an allocation of toll credits to be used by local transit providers for the implementation of projects from programs authorized by Chapter 53 of Title 49, U.S.C.

Change from Previous Policy

Applying a practical solution approach in assisting local agencies delivery of the federal program – WSDOT is proposing providing toll credits to projects selected through the MPO/RTPO/County lead agencies regional competitive programs (STBG, CMAQ, TA). This would be available if the project/project phase was fully funded with FHWA funds. Selection agencies would need to review and modify their competitive criteria to allow maximizing FHWA funding on projects and requiring expected delivery timelines.

Previously, toll credits were made available to transit agencies as directed by the legislature, typically through a proviso in the Transportation Appropriation Bill. Under this policy document, the Public Transportation and Rail Division would be provided an allocation of toll credits to be used for transit programs authorized by Chapter 53 of Title 49, U.S.C.

The Public Transportation Division plans to use \$8.5 million in toll credits for rural, small urban, and large urban transit agency projects. It plans to use the other \$1.5 million to meet non-federal match requirements for efforts required by the Federal Transit Administration. This includes [statewide safety oversight](#) of public rail fixed guideways (i.e., Seattle Center Monorail, Seattle Streetcar, and Sound Transit's Tacoma Link and Central Light rail) and [Statewide Planning](#).

To: Transportation Advisory Committee 04/20/2022
From: Kylee Jones, Associate Transportation Planner III
Topic: **Select Replacement for Vice-Chair Position**

Requested Action:

Select a TAC member to serve as Vice-Chair for the remainder of calendar year 2022.

Key Points:

- Heidi Christensen notified SRTC that she was resigning as a TAC member/Vice-Chair because she accepted a new job and would no longer have time available to participate on the TAC.
- The TAC Vice-Chair responsibilities are to perform duties of the Chair in their absence.
- The TAC Chair will preside over TAC meetings and represent the group on the Board of Directors.

Board/Committee Discussions:

The Board of Directors discussed TAC vacancies at their April 14 meeting. The consensus was to direct staff to contact applicants from the prior TAC recruitment process and ask if they are still interested in participating.

Public Involvement:

All Board and committee meetings are open to the public.

Supporting Information/Implications:

- Complete description of Chair and Vice-Chair duties can be found in the [SRTC Transportation Advisory Committee Bylaws](#), adopted by the Board of Directors 01/13/2022.

More Information:

- For additional information contact: Kylee Jones at kjones@src.org or 509.343.6370

To: Transportation Advisory Committee

04/20/2022

From: Kylee Jones, Associate Transportation Planner III

Topic: Transportation Discussion Series: Stewardship

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is interested in developing a more robust process for identifying transportation system needs along with a quantitative evaluation strategy for determining the highest value projects.
- During the first half of 2022, staff will conduct a series of discussions with the SRTC Board and Committees to develop a deeper understanding of transportation topics, seek input and direction from members on key issues, and revisit screening criteria to develop a more data driven evaluation strategy for transportation project prioritization.
- This month's topic is Stewardship, one of the six Guiding Principles in Horizon 2045.

Board/Committee Discussions:

This is the fourth in a series of discussions for the Board and Committees. Prior discussions were:

- The Role of an MPO (January)
- Quality of Life (February)
- Safety (March)

Public Involvement:

All meetings of the Board and Committees are noticed and open to the public.

Supporting Information/Implications:

Stewardship is one of the Guiding Principles in the Metropolitan Transportation Plan, Horizon 2045. The definition of Stewardship as used in the MTP and how it's applied to regional transportation will be discussed at the April TTC meeting. Staff is seeking TTC member input to build understanding on methods by which this Guiding Principle can be measured.

More Information:

For additional information contact: Kylee Jones at kjones@src.org or 509.343.6370

To: Technical Advisory Committee
From: Eve McMenemy, Deputy Executive Director
Topic: **2024-2026 Call for Projects Update**

04/20/2022

Requested Action:

None. For information and discussion

Key Points:

- SRTC has received 50 applications from nine member agencies seeking a portion of the \$32M in available funding for the current 2024-2026 Call for Projects.
- SRTC Staff and WSDOT Local Programs are presently reviewing applications and working with member agencies to ensure completeness, consistency with SRTC policies, and eligibility for funding.
- Agencies are applying for a variety of projects which include the initiation of new projects as well as advancing current projects to the next phase or to completion.
- Members of the Transportation Technical Committee, Transportation Advisory Committee and SRTC Staff will start scoring applications on April 25.

Board/Committee Discussions:

On 12/9/2021, the SRTC Board approved the 2022 TIP Guidebook which includes the 2024-2026 Call for Projects schedule and additional guidance on TIP project delivery. On 02/10/2022, as part of the 2024-2026 Call for Projects, the SRTC Board approved resolution 22-04 awarding \$2.1M to the Spokane Regional Transportation Management Center (SRTMC) for operations, \$1.5M to SRTC for planning activities, and held \$9.2M aside for a future preservation call for projects.

Public Involvement:

Participating agencies and the public are provided an opportunity to comment on the TIP development through a variety of means. Throughout the year, the public is invited to attend SRTC advisory committee meetings to discuss project selection, TIP amendments, the TIP Guidebook, and the development of the next four-year TIP. Documentation from the meetings is also posted on the SRTC website.

Supporting Information/Implications

Call for Projects Schedule

2022	
Jan 14	SRTC Board of Directors - Begin Principles of Investment discussion, off the top funding (INFO)
Jan 22 & 24	TAC & TTC meetings – Call for Projects update, principles of investment discussion (INFO)
Feb 10	SRTC Board of Directors - Principles of investment, off the top funding (ACTION)
Feb 11	CALL FOR PROJECTS RELEASED
Mar 7	Project Eligibility Worksheet and Complete Streets Checklist DUE by 4:00 pm.
Apr 4	APPLICATION Package DUE by 4:00 pm.
Apr 5-22	SRTC staff screens projects for completeness, consistency with the MTP and CMP. SRTC staff will also calculate the air quality benefits for each CMAQ project at this time
Apr 20 – May 13	Project scoring
May 23	TAC & TTC meetings - review preliminary results
Jun 9	SRTC Board - review preliminary results
Jun 22	TAC & TTC meetings - recommend prioritized lists of STBG, CMAQ STBG Set-Aside, HIP and HIP CRRSAA projects to fund and contingency lists for Board approval
Jul 14	SRTC Board – Approve STBG, CMAQ, STBG Set-Aside, HIP and HIP COVID projects to fund and contingency lists. (ACTION)
Aug – Oct	2023-2026 TIP development process which includes a 30-day public comment period on the draft TIP.

Final Applications for 2024-2026 Call for Projects

AGENCY	PROJECT TITLE
Airway Heights	SR2 Pedestrian and Multi-Modal Enhancements
Deer Park	N Colville Reconstruction, Third St to North City Limits
Fairfield	Railroad Ave Rehabilitation
Medical Lake	Lake St ADA Upgrades
City of Spokane	Pacific Ave Neighborhood Greenway
City of Spokane	Fish Lake Trail Connection Phases 1-3
City of Spokane	US 195/Meadowlane Intersection
City of Spokane	Millwood Trail - Children of the Sun Trail to Fancher
City of Spokane	Sunset Highway Pathway - Royal St to Spotted Rd
City of Spokane	Broadway Ave Reconstruction - Ash St to Lincoln St
City of Spokane	Riverside Ave - Monroe to Wall Reconstruction
City of Spokane	Palouse/Freya Roundabout
City of Spokane	Mallon Ave - Monroe to Howard Reconstruction
City of Spokane	Wellesley Ave, Freya to Havana
City of Spokane	Arthur St Sidewalk & Greenway
City of Spokane	Cook St Greenway
City of Spokane	Driscoll Sidewalk - Garland to Wellesley
City of Spokane	King Cole Way - Wood Bridge in Riverfront Park

Agency	PROJECT TITLE
City of Spokane	Nevada/Lincoln Intersection
City of Spokane	Signal Controller Upgrades
City of Spokane	Signals - Maple & Rowan and Ash & Rowan
City of Spokane	Spokane Falls Blvd Reconstruction - Post St to Division St
Spangle	Old Hwy 195 Rehabilitation
Spangle	Patching and Chip Seal Various Locations
Spokane County	Bigelow Gulch Road Project 2
Spokane County	Harvard Rd Phase 2
Spokane County	Wall St & Country Homes Blvd Intersection
Spokane County	Craig Rd Project 1
Spokane County	Nevada Rd Reconstruction: Hawthorne to US 2
Spokane County	Cascade Way Reconstruction & Stormwater Project
Spokane County	Magnesium Rd Preservation: Crestline to Market
Spokane County	Deno Rd Reconstruction - Rambo Rd to Craig Rd
Spokane County	Argonne Rd & Upriver Driver Intersection
Spokane County	Centennial Trail Argonne Gap Alternatives Study
Spokane County	Starr Rd Preservation
Spokane County	Commute Trip Reduction Program
Spokane Valley	Pines Rd/BNSF Grade Separation
Spokane Valley	Bigelow-Sullivan Corridor: Sullivan/Trent Interchange (PE Only)
Spokane Valley	Broadway Ave Reconstruction (Havana to Fancher)
Spokane Valley	Barker Corridor: Appleway to Sprague
Spokane Valley	Barker Corridor: 4th Ave Roundabout
Spokane Valley	Spokane Valley River Loop Trail
Spokane Valley	Barker Corridor: 8th Ave Roundabout
Spokane Valley	Appleway Trail & Stormwater Improvements
Spokane Valley	Argonne Rd/I-90 Bridge (PE Only)
Spokane Valley	Barker Corridor: Sprague to 4th
Spokane Valley	Barker Corridor: 4th to 8th
Spokane Transit	I90/Valley HPT Line Park & Ride Construction
Spokane Transit	Division St BRT Project Development
Spokane Transit	Wellesley HPT - Preliminary Engineering
Spokane Transit	Sunset HPT - Preliminary Engineering

More Information:

- For additional information contact Eve McMenemy at evemc@srtc.org or 509.343.6370

To: Transportation Advisory Committee 04/20/2022
From: Eve McMenamy, Deputy Executive Director
Topic: **Transportation Improvement Program (TIP) Obligation Target Update**

Requested Action

None. For information and discussion.

Key Points:

- SRTC is required to meet federal funding obligation targets within our Transportation Improvement Program (TIP). The estimated FFY 2022 funding obligation target for all federal funding sources administered by SRTC is \$12.79M. WSDOT allocated an additional \$366,000 in Transportation Alternatives funding to SRTC in April 2022, this was not anticipated and has been added to our FY 2022 obligation target.
- As of 4/15/2022, the region is at 14% of our SRTC obligation target. The FFY 2022 obligations are \$1.73M, with \$11.06 remaining to meet the target.
- If SRTC meets our obligation target by 7/1/2022, SRTC will be in position to potentially receive additional federal funds if WSDOT also meets their statewide target. Conversely, if we don't meet our target by 9/30/2022, the region must meet our target in FY 2023 or risk losing the portion of underdelivered funds through sanctions by WSDOT.
- The most current information submitted to SRTC from member agencies suggests that we *could* potentially meet target by 9/30/2022, deadline. Two projects are experiencing delays and one is awaiting approval from a railroad agency.
- WSDOT's Local Agency Federal Obligation Authority (OA) Policy establishes the obligation targets for each Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO), and County lead agency.
- The policy only applies to three funding sources for which the SRTC Board is responsible in terms of project identification, prioritization, and selection: Surface Transportation Block Grant Program (STBG), Congestion Mitigation Air Quality (CMAQ), and STBG Set-Aside.
- With the assistance of the member agencies last year, SRTC exceeded the obligation target and received \$4.26M in additional federal funding obligation authority via WSDOT.
- The TIP Working Group meets monthly and works on options to meet our target.

Public Involvement:

This is the first meeting on this topic this year.

Supporting Information/Implications:

The following is the listing of projects anticipated to obligate for FFY 2022 and their obligation delivery status.

Project Title	Agency	Phase	Anticipated FY 2022 Obligation	Amt. Obligated to date	Delivery Status
Highway 2 Shared Use Path Gap Project	Airway Heights	PE	\$11,371	\$10,950	Delivered
Highway 2 Shared Use Path Gap Project	Airway Heights	CN	\$217,127		
Washington Street Preservation	Cheney	PE	\$34,500	\$44,128	Delivered
Washington Street Preservation	Cheney	CN	\$376,172		June
E Crawford Preservation	Deer Park	PE	\$29,174	\$29,174	Delivered
E Crawford Preservation	Deer Park	CN	\$470,957		June
Argonne Road Congestion Relief	Millwood	PE	\$33,220	\$33,220	Delivered
Argonne Road Congestion Relief	Millwood	CN	\$2,345,214		July
Driscoll/Alberta/Cochran Sidewalk	Spokane	PE	\$130,000	\$130,000	Delivered
Haven Street Grind and Overlay*	Spokane	PE	\$81,692		June
Maple St Chip Seal*	Spokane	PE	\$57,484		June
Spokane Falls Blvd	Spokane	PE	\$500,000		June
Thor/Freya from Hartson to Sprague*	Spokane	CN	\$1,500,000		June
57th Ave Freya St Roundabout	Spokane Co.	RW	\$66,000		May
Brooks Road	Spokane Co.	CN	\$2,097,804		July
Commute Trip Reduction Program	Spokane Co.	PL	\$294,000		June
Elk Chattaroy Preservation*	Spokane Co.	CN	\$519,969		June
Little Spokane Connection Rd Pathway	Spokane Co.	CN	\$415,400		May
2023 Metropolitan Transportation Planning*	SRTC	PL	\$350,000	\$350,000	Delivered
Broadway at I-90 Preservation	Spokane Valley	PE	\$66,966	\$68,335	Delivered
Pines Road/BNSF Garde Separation	Spokane Valley	CN	\$2,940,000		June
Pines and Mission Intersection Improvements	Spokane Valley	RW	\$166,900		May
Sprague Avenue Preservation	Spokane Valley	CN	\$1,763,115	\$894,003	Delivered/May
Wilbur Road Sidewalk: Boone to Mission	Spokane Valley	CN	\$487,800		May
Subtotal of Obligations			\$14,954,865	\$1,559,810	
FY 2022 1st Quarter Obligations			\$231,536	\$231,536	
Anticipated Project Deobligations (counts against the balance)			(\$451,242)	(\$56,599)	
Obligation tracking to \$12,790,000 target			\$14,735,159	\$1,734,747	

*Project obligation advanced from 2023

More Information:

- For more detailed information contact Eve McMenemy at evemc@srtc.org or at 509.343.6370