



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, June 25, 2025 at 3:00 PM

Hybrid In Person/Virtual Meeting

- **In Person: 421 W Riverside Ave, Suite 504, Spokane WA 99201**
- **Online via Zoom:**

<https://us02web.zoom.us/j/82360883378?pwd=VcLjTKsLWwph4jxVLrYR4CnWMQLFVA.1>

Meeting ID: 823 6088 3378 | Passcode: 674742

By Phone 1-253-215-8782

Meeting ID: 880 1169 5265 | Passcode: 807716

Or find your local number: <https://us02web.zoom.us/j/82360883378?pwd=VcLjTKsLWwph4jxVLrYR4CnWMQLFVA.1>

SRTC welcomes public comments at the Transportation Technical Committee meetings.

The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email: contact.srtc@srtc.org
- By mail: 421 W Riverside Ave Suite 500, Spokane WA 99201
- By phone: 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at 509-343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.



Time	Item #		Page #
------	--------	--	--------

3:00	1	Call to Order/Record of Attendance/Excused Absences	
------	---	--	--

3:10	2	Public Comments	
------	---	------------------------	--

FOR ACTION

3:15	3	Consent Agenda	
------	---	-----------------------	--

	a)	May TAC Meeting Minutes	3
--	----	-------------------------	---

	b)	Transportation Improvement Program (TIP) Amendment – July	10
--	----	---	----

3:20	4	2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists <i>(Ryan Stewart)</i>	13
------	---	---	----

INFORMATION AND DISCUSSION ITEMS

3:35	5	Draft CY 2026 Unified List <i>(Eve McMenamy)</i>	19
------	---	---	----

3:50	6	Horizon 2050 – Chapters 3-4 & Future Projects Overview <i>(Jason Lien)</i>	21
------	---	---	----

INFORMATION: No Presentation

4:10	7	Agency Update and Future Information Items <i>(Ben Kloskey)</i>	
------	---	--	--

	8	Adjournment <i>(Chair)</i>	
--	---	-----------------------------------	--



Transportation Advisory Committee Meeting Minutes

Wednesday, May 28, 2025- 3:00 pm

1 Call to Order/ Excused Absences

Mr. Vose called the meeting to order at 3:00 pm and attendance was taken.

Excused Absence:

Ann Winkler

In attendance were:

Committee Members:

Michael Ankney (Vice Chair)
John Barber
Raychel Callary
David Eash
Charles Hansen
Carlie Hoffman
Paul Vose (Chair)
Bill White

Absent Members:

Mark Johnson
Todd Williams
Kim Zentz

Guests:

Wende Wilber
Kittelson
Madeline Arredondo
STA
Jamie Brush

Staff:

Lois Bollenback
Executive Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Principal Transp.
Planner
Ryan Stewart
Principal Transp.
Planner
Michael Redlinger
Associate Transp.
Planner 3
Ben Kloskey
Associate Transp.
Planner 2



2 Public Comments

There were no public comments.

3 Member Comments

There were no member comments.

#4 Chair Report on SRTC Board Meeting

Mr. Vose gave a brief overview of May's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. Minutes of the April TAC Meeting
- b. Transportation Improvement Program (TIP) Amendment - June

Mr. Barber moved to approve the Consent Agenda. Mr. Eash seconded the motion. The motion was passed unanimously with a note to amend the attendance list in the April Minutes to include members who had requested an excused absence.

4 2026-2027 Biennium Unified Planning Work Program (UPWP)

Ms. Bollenback shared an update on the 2026-2027 Biennium Unified Planning Work Program (UPWP), highlighting that development began early in the year and incorporates feedback from the TTC, TAC, and Board. During a review with federal and state partners, a request was made to include a crosswalk table showing how federal planning factors are addressed, which was added as Appendix B. Although the draft UPWP was released for public comment, no feedback was received. Ms. Bollenback stressed the importance of recommending adoption to ensure the program is in place by the July 1 start of the state fiscal year.

There were no questions or comments.

Mr. Eash motioned to recommend the approval of the 2026-2027 Biennium Unified Planning Work Program (UPWP) as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: Transit Development Plan (STA)

Ms. Arredondo gave an overview of Spokane Transit Authority's (STA) Transit Development Plan (TDP), a six-year plan required by the state that outlines how STA will improve public transit through service updates, major projects, and financial planning. The plan also meets federal requirements for funding and contributes to the state's annual transportation report.

A major part of the TDP is the Service Improvement Program, which outlines planned changes to bus service from 2026 to 2028. These changes are based on STA's budget projections, public input, past performance, and adopted plans like STA Moving Forward and Connect 2035. In 2026, STA will focus on completing current projects and testing a new route into northern



Idaho. In 2027, priorities include trying out flexible, on-demand services and completing the Argonne Station Park and Ride. In 2028, adjustments will focus on improving connections in Spokane Valley.

The Capital Improvement Program proposes \$495 million in investments through 2030 for vehicles, facilities, and infrastructure. These investments depend on continued financial support, including the renewal of the 2016 sales tax measure by late 2028. Without that renewal, many of STA's future plans won't be possible. The program also explains how federal transit funds will be used for vehicle maintenance, upgrades, and services for seniors and people with disabilities.

Key projects include improving bus service between Spokane Community College and Spokane Falls Community College through the Wellesley corridor, and building out Argonne Station along the I-90 corridor with safer crossings, traffic signal upgrades, and better facilities for riders and buses. These projects still require additional state and federal funding to move forward.

The [draft TDP](#) is available online for public comment. Engagement opportunities include a virtual open house on June 5, an in-person open house at the STA Plaza on June 9, and meetings with various advisory groups and the SRTC Board. A public hearing is scheduled for June 26, and the STA Board is expected to adopt the final plan on July 24.

There was brief discussion among members regarding future service planning, project timelines, and public outreach. Ms. Arredondo addressed these questions and agreed to provide further information where needed.

6 2027-2029 Call for Projects Preliminary Results

Mr. Stewart gave an update on the 2027-2029 Call for Projects, explaining that about \$40 million in federal funding is available to support local transportation projects. The SRTC Board previously approved a set of funding priorities, which include specific amounts set aside for things like operating the regional traffic management center, supporting SRTC's planning work, conducting a major study of the I-90 corridor, helping small towns with populations under 5,000, and funding road preservation projects.

Applications were submitted in April and reviewed by a team made up of TTC and TAC members and SRTC staff. Projects were scored based on funding eligibility, timelines for completion, and fair distribution across the region. Early rankings and funding recommendations were shared, with some projects receiving full or partial funding.

The City of Spokane requested a possible funding exchange between two of its projects, which is being considered with input from the committees. Preservation projects were well-supported overall, though some are still under review for final funding levels.

Mr. Stewart outlined the next steps: a TIP working group meeting on June 10, a presentation



to the Board on June 12, TAC recommendation on June 25, and final approval from the Board on July 10. Once approved, the selected projects will be added to the next Transportation Improvement Program (TIP), which will go out for public comment in October.

There were no questions or comments.

7 VMT Reduction Framework and Comprehensive Plan Certification Process Update

Ms. Wilbur presented Spokane County's Vehicle Miles Traveled (VMT) analysis, focusing on future travel trends and strategies to reduce VMT in line with greenhouse gas reduction goals. She emphasized the importance of tracking VMT annually using the Highway Performance Monitoring System (HPMS) and highlighted equity concerns, noting that rural areas face challenges such as longer trips and limited transit options. Strategies should avoid negatively impacting disadvantaged communities.

Three VMT scenarios were outlined: Business as Usual, Meeting Statewide VMT Goals, and Horizon 2050's Land Use Model. The Business as Usual scenario projects stable per capita VMT through 2050 based on current trends. The statewide goals scenario aims for a significant VMT reduction by 2050 but may be unrealistic given Spokane's mix of urban and rural areas. The Horizon 2050 scenario considers regional growth and planned transportation improvements.

The analysis recommends continuing annual VMT monitoring with HPMS, working with local jurisdictions to set regional goals that align with the Growth Management Act, and waiting for guidance from WSDOT on target setting. The equity review suggests focusing on reducing travel costs and times, improving transit and active transportation access for disadvantaged populations, and promoting broadband access, telecommuting, and tailored transit services in rural communities.

Potential strategies include enhancing transit and active transportation, land use changes, commuter benefits, demand management, parking reforms, VMT impact fees, and road pricing. Ms. Wilbur stressed the importance of customizing these strategies to fit local needs rather than applying a one-size-fits-all approach.

Next steps include a revised draft plan by June 11, Board review on June 12, and a final draft of the plan on June 24.

There were no questions or comments.

8 Horizon 2050 – Project Bucket Scenarios

Mr. Lien presented Horizon 2050 project funding scenarios, following up on last month's discussion about the region's transportation needs. Horizon 2050 will be a financially constrained plan, meaning the total spending will be limited to the forecasted revenue available over the next 25 years. The goal is to balance funding with regional priorities, including acknowledging the backlog of projects that currently lack funding.



The preliminary financial forecast estimates about \$14 billion will be available through 2050, slightly less than the \$14.3 billion projected in the previous Horizon 2045 plan due to recent trends in local funding. Spending is divided into four categories: program area capital projects (excluding operations & maintenance and preservation), regionally significant projects, operations & maintenance, and preservation.

In the Horizon 2045 plan, most spending went toward preservation (41%) and operations & maintenance (35%), while regionally significant projects and other capital programs each made up about 12%.

Capital projects are grouped into “program areas” such as active transportation, bridges, planning, road capital, safety and security, transportation demand management (TDM), transit, and transportation systems management and operations (TSMO). Horizon 2050 will update the list of illustrative projects and revisit the funding targets in these areas.

Regionally significant projects include capacity increases on major roads like principal arterials and freeways, fixed transit routes, and other projects designated by the Board. These projects are modeled to understand their impact on the regional transportation system.

Three scenarios were presented for the different categories of need:

Scenario A carries forward and updates the Horizon 2045 regionally significant projects and maintains similar funding allocations in the other categories.

Scenario B updates the regionally significant project list and adjusts program area funding targets based on public and Board feedback, slightly reducing bridge funding to increase safety & security as well as planning funds.

Scenario C focuses on increasing funding for operations, maintenance, and preservation, cutting back on other areas to stay within the forecasted budget.

The regionally significant project list is divided into short-term projects (within the next six years) and long-term projects (seven years and beyond). Completed projects like the Bigelow Gulch Connector and parts of the North Spokane Corridor were removed from the short-term list. Other ongoing projects continue, with new additions including Harvard Road Reconstruction Phase 2 and the I-90 Valley High Performance Transit project, which includes park-and-ride facilities.

For the long-term list, the Pines Road/BNSF Grade Separation project was proposed for removal due to engineering difficulties and low priority. The Argonne Park & Ride is included as part of the I-90 Valley High Performance Transit project, pending confirmation. New projects added are the Craig Road/I-90 Four Lakes Connection and the Harvard Road BNSF Grade Separation.



The term “regionally significant” refers to projects that have a major impact on the regional transportation network, not necessarily higher priority projects.

Examples of projects in the capital program areas include regional trail improvements and the Division Bus Rapid Transit AT improvements (active transportation), the 18th/21st Avenue Extension and South Barker Road Corridor (road capital), Wellesley High Performance Transit and STA’s clean energy bus base (transit), and intelligent transportation system upgrades along the I-90 corridor (TSMO).

Next steps include finalizing the financial forecast and considering a reduced revenue scenario, updating project cost estimates, and refining the categories of need. Scenario B is the recommended option by staff. More data will be collected on operations, maintenance, and preservation. The updated scenarios will be reviewed in committees during June and by the Board in July. A draft plan will be released in September for public comment, with final adoption expected in November.

There were no questions or comments.

9 Horizon 2050 – Chapters 1 & 2 Overview

Mr. Kloskey presented an overview of Horizon 2050 Chapters 1 and 2. Chapter 1 focuses on what roles SRTC serves in the region and highlights aspects of what makes Spokane unique, both geographically and demographically. Chapter 2, which sees more substantial updates, focuses on existing regional conditions with updates to data, demographics, and challenges. It highlights commuting trends, pavement conditions, and demographic shifts, noting that two-thirds of households now consist of one or two people. Updated indicators of potential disadvantage guide funding decisions in programs like the Unified List and Call for Projects.

Transportation mode data has been refreshed, including active transportation counts, public transit information from Spokane Transit Authority, freight network updates, and expanded coverage of freight and passenger rail. The rail section highlights local short-line operations such as WSDOT’s Palouse and Coulee City line and regional initiatives like the Big Sky North Coast Corridor, a proposed daylight passenger rail route linking Spokane, the Midwest, and Seattle. The Regional Infrastructure Accelerator program supports projects by providing technical and financial assistance to speed delivery.

A major update in Chapter 2 is the detailed analysis of regional activity centers, combining weighted data on employment, population, trips, land use, traffic, transit, and freight into 80-acre hexagonal bins. This quantitative analysis was verified through qualitative “ground-truthing” and categorizes centers by type, including special use areas like Veterans Hospital and local colleges, which stand apart geographically but show high activity.

Transportation Demand Management updates include employer-submitted data from 101 organizations, indicating the CTR program reduces about 850,000 vehicle miles and 785,000 tons of air pollution weekly. Ongoing challenges include jurisdictional boundaries that



complicate seamless commuting options.

The update process remains on track, with Chapters 1 and 2 scheduled for Board review in June, Chapters 3 and 4 in July, and the full draft release expected in September, allowing time for stakeholder feedback.

No questions or comments.

10 2025 SS4A Grant Application – Proposal Ideas

Mr. Kloskey outlined plans to apply for an SS4A grant by leveraging AI camera technology to improve safety on the High Injury Network and related areas. They are exploring vendors like DERQ, which provide data on near-misses, red light violations, and other traffic safety issues. The goal is to collect detailed safety and traffic data and build dashboards to support grant applications and communicate with decision-makers using impactful video evidence.

The focus is on supplementing existing data for known problem areas to help secure funding for safety improvements, such as through SS4A or Main Street Highways grants. Options for vendor involvement range from full installation to cooperative efforts with local public works. The application deadline is June 26th.

Members asked general questions about the proposed grant. The discussion included whether the technology can determine fault in incidents, potential collaboration with other agencies, and details about the grant scope and funding. The project scope is still in its early stages, with plans to install cameras at several intersections, and the grant would support a limited-term demonstration and data collection effort.

INFORMATION (NO PRESENTATION)

11 Agency Update

There were no agency updates.

There being no further business, the meeting was adjourned at 3:25 PM

Anadia Grier, Clerk of the Board



To: Transportation Advisory Committee
From: Ryan Stewart, Principal Transportation Planner
Topic: Transportation Improvement Program (TIP) Amendment - July

Requested Action:

Recommend SRTC Board approval of the July amendment to the CY 2025-2028 TIP.

Key Points:

There is one project included in the July amendment to the CY 2025-2028 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY

City of Spokane Valley

PROJECT

South Barker Road Corridor (I-90 to Appleway)

Board/Committee Discussions:

This is the first discussion of the July TIP Amendment.

Public Involvement:

The proposed July amendment was published for a public review and comment period from 06/16/25 through 06/25/25. On 06/16/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. All comments received will be provided to the Board prior to action.

Staff Contact: Ryan Stewart, SRTC | rstewart@strtc.org | 509.343.6370



Topic: CY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT - JULY

Key Points:

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed July amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board 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 July amendment will be incorporated into the STIP on or around 08/16/2025.



2025-2028 Transportation Improvement Program

July Amendment (25-07)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane Valley WA-16495	South Barker Road Corridor (I-90 to Appleway) (New) Reconstruct a quarter-mile section of South Barker Road between Interstate 90 and East Appleway Avenue as an urban section with two southbound through lanes, two northbound through lanes, and a sidewalk on both sides.	Federal (DEMO)	\$1,516,525
		State	\$0
		Local	\$236,683
		Total	\$1,753,208

DEMO = Congressionally Directed Spending



To: Transportation Advisory Committee
From: Ryan Stewart, Principal Transportation Planner
Topic: 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists

Requested Action:

Recommend to the SRTC Board approval of the 2027-2029 Call for Projects Final Awards and Contingency Lists.

Key Points:

- On 02/13/25, the SRTC Board approved the 2027-2029 Call for Projects principles of investment.
- The Call for Projects was released on 02/14/25 and applications were due on 04/04/25.
- Forty-four applications were received, 13 of which were for preservation projects.
- A scoring team comprised of TAC and TTC members as well as SRTC staff finished evaluating the applications.
- Approximately \$40 million is available for funding.
- The final programming provided in **Attachment 1** took into consideration fully funding requested amounts by ranking, eligibility by type of funding, project delivery to meet annual obligation targets, and geographic distribution of funds.
- The remaining partially funded and unfunded projects are listed in **Attachment 2**. If additional funding is received or returned, that contingency funding may be applied to the projects on the approved Contingency Lists with Board approval per TIP Guidebook Policy 4.7.
- Feedback from the TIP working group and the committees was requested to help inform the final recommendation to the SRTC Board.
- For more information on the 2027-2029 Call for Projects, please see the **Supporting Information**.

Board/Committee Discussions:

The Call for Projects preliminary results were presented at the 06/12/25 Board meeting. The information was also presented to the TAC and TTC at the 05/28/25 committee meetings.

Public Involvement:

The Call for Projects preliminary results were presented at the 06/12/25 Board meeting. The information was also presented to the TAC and TTC at the 05/28/25 committee meetings. All Board and committee meetings are open to the public. Projects receiving funding will be incorporated into the TIP, which is updated annually and includes a 30-day public comment period.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370



Topic: 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists

Key Points:

- The SRTC Board approved the release of the 2027-2029 Call for Projects on 02/14/25 for the following funding types:
 - [Surface Transportation Block Grant \(STBG\) program](#)
 - [Congestion Mitigation & Air Quality \(CMAQ\) program](#)
 - [STBG Set-Aside](#)
 - [Carbon Reduction Program \(CRP\)](#)
- Based on recently received final allocations for 2025, there is approximately \$40 million available for the Call for Projects for the years 2027-2029.
- The 2027-2029 Call for Projects Principles of Investment are as follows:
 - Off-the-top request from the Spokane Regional Transportation Management Center (SRTMC) Executive Board in the amount of \$2,784,670 distributed over three years for operations; and
 - Off-the-top request from the Spokane Regional Transportation Council (SRTC) Executive Director in the amount of \$1,500,000 distributed over three years for transportation planning; and
 - Off-the-top request from the Spokane Regional Transportation Council (SRTC) Executive Director in the amount of \$800,000 to conduct a comprehensive study of I-90 to better understand, communicate, and position for funding the long-term needs of the corridor; and
 - A minimum amount of \$1,350,000 of flexible funding to be awarded to small towns under 5,000 population to address transportation needs; and
 - A set-aside amount of \$8,200,000 for preservation projects:
 - Limit preservation project applications to include grind and overlays, chip seals, and other sealant projects
 - Limit preservation awards to \$1,350,000 per application and \$2,700,000 per agency.

SRTC 2027-2029 Program of Projects - Main

Agency	Project Name	Final Score as	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane Valley	Sullivan/Trent Interchange	92%	\$5,000,000	CN	\$5,000,000
Spokane	Division Street Active Transportation Projects	89%	\$2,102,926	CN	\$2,102,926
Airway Heights	US 2 Phase I Pedestrian & Multi-Modal Enhancements	88%	\$5,000,000	CN	\$5,000,000
Spokane	Centennial Trail Enhancement - Center St to Boulder Beach	86%	\$266,000	PE	\$266,000
Spokane	Latah Bridge Rehabilitation (Design only)	85%	\$2,780,000	PE	\$2,780,000
Spokane	Fish Lake Trail to Centennial Trail Connection Phase 2	80%	\$5,609,626	CN	\$4,705,203
Spokane Transit	Wellesley High Performance Transit (HPT) Design & Engineering	78%	\$630,000	PE	\$630,000
Spokane County	Harvard Road Intersection Improvement	78%	\$1,379,700	CN	\$484,945
Spokane Transit	Airway Heights High Performance Transit (HPT) Corridor Planning	77%	\$550,000	PL	\$550,000
Spokane Valley	Appleway Trail & Stormwater (Farr Rd Dishman Mica)	77%	\$930,591	CN	\$930,591
Spokane County	Craig Road and Thorpe Road Realignment	63%	\$2,324,100	CN	\$2,324,100
Commute Smart NW	Commute Smart - Advancing and Connecting TDM, CTR and Communities	56%	\$1,150,706	PE	\$980,557
Fairfield	Prairie View Road Sidewalk Project	34%	\$499,600	CN	\$499,600

Legend:

	Fully Funded
	Partial Funding

SRTC 2027-2029 Program of Projects - Preservation

Agency	Project Name	Final Score as %	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane	Ash St. - Boone St. to Northwest Blvd. Grind & Overlay	95%	\$1,019,567	CN	\$1,019,567
Spokane Valley	Sprague Preservation (Phase 2 - University to Bowdish)	95%	\$1,350,000	CN	\$1,350,000
Spokane	Mission Ave. - Napa St. to Greene St. Grind & Overlay	92%	\$1,145,639	CN	\$1,145,639
Spokane	Monroe St. - Maxwell Ave. to Indiana Ave. Grind & Overlay	90%	\$955,591	CN	\$534,794
Liberty Lake	N Molter Rd Overlay	78%	\$1,109,183	CN	\$1,109,183
Spokane County	Aero Road Preservation	76%	\$1,350,000	CN	\$1,350,000
Cheney	Salnave Road Preservation Project	54%	\$1,241,100	CN	\$716,009
Spokane County	Staley Road Preservation	45%	\$1,350,000	CN	\$1,350,000

Legend:

	Fully Funded
	Partial Funding

SRTC 2027-2029 Program of Projects - Main (Contingency List)					
Agency	Project Name	Final Score as	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Airway Heights	US 2 Phase II Pedestrian & Multi-Modal Enhancements	87%	\$5,000,000	CN	\$0
Spokane	Spokane Falls Blvd Reconstruction - Post to Division	83%	\$12,117,000	CN	\$0
Spokane	Pacific Avenue Neighborhood Greenway, Phase 2	82%	\$4,705,203	CN	\$0
Spokane	Fish Lake Trail to Centennial Trail Connection Phase 2	80%	\$5,609,626	CN	\$4,705,203
Spokane Valley	Argonne Concrete Reconstruction (Indiana to Montgomery)	78%	\$1,999,870	CN	\$0
Spokane County	Harvard Road Intersection Improvement	78%	\$1,379,700	CN	\$484,945
Spokane	37th @ Ray St & Freya St (Design Only)	75%	\$482,973	PE	\$0
Spokane County	Hastings Road Reconstruction	74%	\$4,044,700	CN	\$0
Spokane Valley	Barker Road & 4th Avenue Roundabout	72%	\$2,277,962	CN	\$0
Spokane	Inland Empire Way Connection - Northbound Only	70%	\$7,195,637	PE, RW, CN	\$0
Spokane County	Argonne Road & Upriver Drive Intersection Improvements	69%	\$7,075,700	CN	\$0
Spokane	Freya St Rebuild - Wellesley to Rowan (PE/ROW Only)	66%	\$2,431,692	PE, RW	\$0
Spokane Valley	Arterial Crossings on Valleyway	66%	\$648,460	CN	\$0
Spokane County	Nevada Street Reconstruction	63%	\$2,762,100	CN	\$0
Spokane County	Upriver Drive Active Transportation	62%	\$2,873,500	CN	\$0
Spokane County	Centennial Trail Improvements	59%	\$3,180,000	CN	\$0
Spokane Valley	Sprague-Appleway ITS (Sullivan to Barker)	57%	\$564,704	CN	\$0
Commute Smart NW	Commute Smart – Advancing and Connecting TDM, CTR and Communities	56%	\$1,150,706	PE	\$980,557
Deer Park	N Colville Road Reconstruction, Third Street to North City Limits	53%	\$1,472,680	CN	\$0
Spokane County	Glenrose Road Reconstruction	49%	\$4,430,500	CN	\$0
Spokane County	Saltese Road Reconstruction	34%	\$2,637,400	CN	\$0

Legend:

	Unfunded
	Partial Funding

SRTC 2027-2029 Program of Projects - Preservation (Contingency List)

Agency	Project Name	Final Score as %	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane	Ray St. - 18th Ave. to 29th Ave. Grind & Overlay	92%	\$1,219,474	CN	\$0
Spokane	Monroe St. - Maxwell Ave. to Indiana Ave. Grind & Overlay	90%	\$955,591	CN	\$534,794
Spokane	Sprague Ave. - Stone St. to Freya St. Grind & Overlay	89%	\$1,350,000	CN	\$0
Spokane	29th Ave. - High Dr. to Grand Blvd. Grind & Overlay	86%	\$1,350,000	CN	\$0
Spokane	Crestline St. Illinois Ave. to Francis Ave. Chip Seal	84%	\$1,350,000	CN	\$0
Spokane Valley	32nd Preservation (Pines to SR27)	75%	\$1,350,000	CN	\$0
Cheney	Salnave Road Preservation Project	54%	\$1,241,100	CN	\$716,009

Legend:

	Unfunded
	Partial Funding



To: Transportation Advisory Committee
From: David Fletcher, Principal Transportation Planner
Topic: Draft CY 2026 Unified List

Requested Action:

None. For information and discussion.

Key Points:

- The SRTC Unified List serves as a strategic tool to communicate current regional transportation priorities to state legislators and Congressional representatives for potential funding opportunities. SRTC is committed to updating the Unified List annually.
- Due to the Horizon 2050 Metropolitan Transportation Plan update, the SRTC Board approved an expedited process for developing the 2026 Unified List at its 03/13/2025 meeting.
- Under the expedited process, agencies were only required to submit forms for new projects not included in the 2025 Unified List. However, agencies could submit updated forms for existing projects to reflect changes in cost, funding, scope, or other relevant details.
- In total, agencies submitted five new projects for potential inclusion in the 2026 Unified List, along with updated information for six existing projects already in the list.
- The draft 2026 Unified List is provided as an **Attachment**.

Board/Committee Discussions:

At their 03/13/2025 meeting, the SRTC Board approved Resolution R-25-08, outlining The CY 2026 SRTC Unified List Development Process and Project Evaluation Criteria. The 2026 process and criteria were presented and recommended for Board approval by the TTC and TAC at their 02/26/2025 meetings.

Public Involvement:

The proposed July amendment was published for a public review and comment period from 06/16/25 through 06/25/25. On 06/16/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. All comments received will be provided to the Board prior to action.

Staff Contact: David Fletcher, SRTC | dfletcher@strtc.org | 509.343.6370



2026 Unified List of Regional Transportation Priorities **DRAFT**

Title	Lead Agency	Project Status	Total Cost	Unfunded Amount	2026 Federal Request	2026 State Request	Total Score	Econ Score	C&L Score	Stwrdr Score	OMP Score	Safety Score	QoL Score	Equity Score
Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	Implementation	\$37.2 Million	\$5.0 Million	None	\$5.0 Million	152	24	28	20	10	30	10	30
STA Fleet Electrification	STA	Implementation	\$35.8 Million	\$2.7 Million	\$5.3 Million	\$5.0 Million	137	21	26	30	30	0	20	10
South Barker Rd Corridor	Spokane Valley	Implementation	\$41.0 Million	\$27.7 Million	\$3.0 Million	\$3.0 Million	130	22	28	20	20	15	10	15
Fish Lake Trail Connection Phases 1-3	Spokane	Implementation	\$19.5 Million	\$14.6 Million	\$14.6 Million	\$14.6 Million	116	9	30	20	10	0	30	17
Division St Active Transportation Access Improvements	Spokane	Development	\$25.8 Million	\$25.8 Million	\$25.8 Million	\$25.8 Million	178	28	30	20	20	30	20	30
Argonne Rd Freight, Active Transportation & Safety Improvements	Spokane County	Development	\$25.8 Million	\$25.5 Million	\$25.5 Million	\$2.0 Million	177	22	30	20	30	30	20	25
US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Development	\$23.4 Million	\$21.6 Million	\$21.6 Million	\$21.6 Million	173	23	30	20	20	30	20	30
US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Development	\$26.0 Million	\$22.1 Million	\$22.1 Million	\$22.1 Million	172	22	30	20	20	30	20	30
Division Bus Rapid Transit (BRT)	STA	Development	\$202.0 Million	\$101.0 Million	None	None	163	28	30	30	30	0	25	20
Wall St Safety & Capital Improvements	Spokane County	Development	\$17.5 Million	\$16.9 Million	\$16.9 Million	None	160	24	26	20	20	30	10	30
12th Ave - Spokane Phase	Spokane	Development	\$4.9 Million	\$4.9 Million	\$4.9 Million	\$4.9 Million	148	26	30	20	10	15	20	27
I-90/Valley High Performance Transit (HPT)	STA	Development	\$39.3 Million	\$5.3 Million	\$5.3 Million	None	146	29	30	20	30	0	20	17
6th/10th-12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Airway Heights	Development	\$4.8 Million	\$4.3 Million	\$4.3 Million	\$4.3 Million	138	16	30	20	10	15	20	27
Argonne Bridge at I-90	Spokane Valley	Development	\$28.2 Million	\$26.7 Million	\$3.0 Million	\$3.0 Million	134	29	28	20	20	0	20	17
Sullivan/Trent Interchange	Spokane Valley	Development	\$53.4 Million	\$45.4 Million	\$5.0 Million	\$5.0 Million	129	27	30	20	30	0	10	12
I-90 TSMO Improvements	WSDOT	Development	\$24.0 Million	\$23.4 Million	\$20.8 Million	\$2.6 Million	128	29	24	10	20	15	10	20
Craig Rd Complete Streets Project	Airway Heights	Development	\$11.2 Million	\$10.0 Million	\$10.0 Million	\$10.0 Million	116	14	17	20	10	15	10	30
Craig Rd & I-90 Four Lakes Connection	Spokane County	Development	\$66.9 Million	\$59.4 Million	\$59.4 Million	\$59.4 Million	115	22	28	20	20	0	10	15
Spokane Falls Blvd	Spokane	Development	\$8.1 Million	\$7.4 Million	\$7.4 Million	\$7.4 Million	113	28	28	10	10	0	20	17
Elk Chattaroy Rd - US 2 to Tallman Rd	Spokane County	Development	\$24.0 Million	\$20.1 Million	\$20.1 Million	\$20.1 Million	86	7	24	10	10	15	0	20
LEIA - Liberty to Edgecliff Improvements for Accessibility	STA	Initiation	\$26.5 Million	\$26.1 Million	\$26.1 Million	None	173	25	28	20	30	15	25	30
Latah Bridge Rehabilitation	Spokane	Initiation	\$65.1 Million	\$65.1 Million	\$65.1 Million	\$65.1 Million	160	25	28	20	20	15	25	27
Centennial Trail Argonne Gap Improvements	Spokane County	Initiation	\$15.6 Million	\$15.3 Million	\$15.3 Million	None	152	12	30	20	10	30	20	30
US 195 Corridor Projects	Spokane	Initiation	\$18.4 Million	\$18.4 Million	\$18.4 Million	\$18.4 Million	151	21	30	20	10	30	10	30
Clean Energy Campus Phase I	STA	Initiation	\$100.0 Million	\$45.0 Million	\$35.0 Million	\$10.0 Million	146	13	28	20	30	15	10	30
Barker/I-90 Interchange	Spokane Valley	Initiation	\$40.0 Million	\$40.0 Million	\$4.0 Million	\$4.0 Million	144	26	26	20	20	15	10	27
Market St Reconstruction	Spokane County	Initiation	\$10.9 Million	\$10.9 Million	\$10.9 Million	None	144	23	26	20	20	15	15	25
Wellesley High Performance Transit (HPT)	STA	Initiation	\$9.3 Million	\$7.5 Million	None	\$7.5 Million	140	28	22	20	30	0	20	20
Hayford/US 2 Congestion & Safety Project - 21st Ave Improvements Phase I	Airway Heights	Initiation	\$9.4 Million	\$9.4 Million	\$9.4 Million	\$9.4 Million	138	25	28	20	10	30	10	15
Glenrose Corridor - 57th Ave to Spokane Valley City Limits	Spokane County	Initiation	\$33.4 Million	\$33.4 Million	\$33.4 Million	None	136	17	24	20	20	15	10	30
32nd Ave Corridor Reconstruction	Spokane County	Initiation	\$23.5 Million	\$23.5 Million	\$23.5 Million	None	126	7	19	20	10	30	10	30

Legend

Projects resubmitted with no changes to their overall score shown in **EVERGREEN**

Projects resubmitted with their overall scores increased due to new documentation, information, and/or changes to its scope shown in **BLUE**

New projects not previously submitted shown in **PURPLE**

Projects not proposed for inclusion in the final 2026 Unified List are **SHADED**



To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
Topic: Horizon 2050 – Chapters 3-4 & Future Projects Overview

Requested Action:

None. For information and discussion.

Key Points:

- Horizon 2050 is the latest iteration of the region's Metropolitan Transportation Plan (MTP). Chapters 3 and 4 of Horizon 2050 consist of data and information related to *Where We're Going* as a region and *How We'll Get There*. This includes an assessment of projected growth and system performance. Chapter 4 is focused on the financial forecast and planned investments—those categories of need that we have discussed at recent committee meetings that consist of capital projects, operations & maintenance, and preservation.
- The forecasted revenue for Horizon 2050 is approximately \$14 billion. Capital project needs are documented in two categories: 1. Horizon 2050's program area buckets; and 2. projects of Regional Significance. The **Attachment** shows proposed Regionally Significant projects, at an estimated cost of around \$1.7 billion. Other essential projects are documented in the program area buckets; the program buckets and proposed funding target goals are included in the **Attachment** along with feedback from SRTC's outreach activities.
- If we maintain the program area buckets at Horizon 2045 levels, nearly \$1.8 billion, then the plan would need to assume a small decrease in Operations & Maintenance and/or Preservation. Conversely, holding Operations & Maintenance and Preservation steady (or increasing) would require reductions in the program areas or funding for Regionally Significant projects. These full scenarios will be presented at the meeting, with the intent of landing on a desired scenario to carry forward into the draft MTP document.

Board/Committee Discussions:

Horizon 2050 items have been presented at multiple Board and Committee meetings, with a recent emphasis on financial forecasting and the plan's categories of need.

Public Involvement:

Horizon 2050 has an ongoing public outreach schedule.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

Preliminary List of Regionally Significant Projects

Project	Agency	Timeline	Source
Argonne Rd/I-90 Interchange Bridge Widening	Spokane Valley	Short-Term	H2045
Barker Rd Reconstruction – Applewayto I-90	Spokane Valley	Short-Term	H2045
Sullivan Rd/ BNSF Grade Separation	Spokane Valley	Short-Term	H2045
Division Bus Rapid Transit	STA	Short-Term	H2045
US 395/North Spokane Corridor - Spokane River to I-90	WSDOT	Short-Term	H2045
Sprague Ave Reconstruction –Post to Division	Spokane	Short-Term	H2050
Harvard Rd Reconstruction Phase 2	Spokane County	Short-Term	H2050
I-90 / Valley High Performance Transit	STA	Short-Term	H2050
Latah Bridge Rehabilitation	Spokane	Long-Term	H2045
US 395/North Spokane Corridor Transit	STA	Long-Term	H2045
I-90/US 195 Interchange Latah Creek Bridges	WSDOT	Long-Term	H2045
I-90/Barker Rd Interchange	WSDOT	Long-Term	H2045
SR 290 Passing Lanes	WSDOT	Long-Term	H2045
SR 904 Passing Lanes	WSDOT	Long-Term	H2045
US 195/I-90 Study Projects	WSDOT/Spokane	Long-Term	H2045
18th/ 21stAve Extension	Airway Heights	Long-Term	H2050
Craig Rd / I-90 Four Lakes Connection	Spokane County	Long-Term	H2050
Harvard Rd / BNSF Grade Separation	Spokane County	Long-Term	H2050

Program Area Buckets – Proposed Funding Target Ranges

Program Area	Funding Target*	MTP Survey Avg.	SRTC Board Poll
Active Transportation	14-16%	15.8%	10%
Bridge	31-34%	33.2%	32%
Planning	1%	3.9%	7%
Road Capital	13%	11.7%	11%
Safety & Security	5-9%	9%	6%
Transportation Demand Management	1%	2.9%	11%
Transit	19%	16%	14%
Transportation Systems Operations & Management	12%	9%	9%

*Percentages represent aspirational spending targets for the Program Area needs in Horizon 2050. The estimated Program Area budget in Horizon 2045 was ~\$1.8 billion. This value will likely shift in Horizon 2050 based on the financial forecast and policy decisions. Overall, the programmatic buckets are a relatively small portion of the total expenditures over the planning horizon (~12% of the approximately \$14 billion in projected revenue).

Q8 – What three words characterize your vision of our transportation system in the year 2050?

