



# Spokane Regional Transportation Council

## Board of Directors Meeting

**Thursday, 06/12/2025 at 1:00 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/88995178182?pwd=SFRkSIRQSHE3UIFpQ3ZFeHJvbWMxdz09>

Meeting ID: 889 9517 8182 | Passcode: 604873

By Phone 1-253-215-8782

Meeting ID: 889 9517 8182 | Passcode: 604873

Or find your local number: <https://us02web.zoom.us/j/ki0sqJNVp>

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### **SRTC welcomes public comments at Board 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](mailto: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](mailto:contact.srtc@srtc.org) at least 48 hours in advance.



Time	Item #		Page #
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1:00	1	<b>Call to Order/Record of Attendance/Excused Absences</b>	
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1:10	2	<b>Public Comments</b>	
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### **FOR ACTION**

1:15	3	<b>Consent Agenda</b>	
		a. May Board Meeting Minutes	3
		b. Vouchers Paid for the Month of May	8
		c. Transportation Improvement Program (TIP) Amendment – June	9
1:20	4	<b>2026-2027 Biennium Unified Planning Work Program and Funding Agreement</b> <i>(Lois Bollenback)</i>	13

### **INFORMATION AND DISCUSSION ITEMS**

1:25	5	<b>Guest Presentation: Transit Development Plan</b> <i>(No memo)</i> <i>(STA)</i>	
1:40	6	<b>2027-2029 Call for Projects Preliminary Results</b> <i>(Ryan Stewart)</i>	28
1:50	7	<b>VMT Reduction Framework and Comprehensive Plan Certification Process Update</b> <i>(Ryan Stewart)</i>	30
2:00	8	<b>Horizon 2050 – Project Bucket Scenarios</b> <i>(Jason Lien)</i>	31
2:25	9	<b>Horizon 2050 – Chapters 1 &amp; 2 Overview</b> <i>(Ben Kloskey)</i>	32
2:30	10	<b>2025 SS4A Grant Application – Proposal</b> <i>(Ben Kloskey)</i>	33

### **INFORMATION: No Action or Discussion (Written reports only)**

2:35	11	<b>Executive Director’s Monthly Report</b> <i>(Lois Bollenback)</i>	34
		• Ongoing/Upcoming Events and Activities	
		• Transportation Funding – Awards & Opportunities	
	12	<b>Transportation Technical Committee &amp; Transportation Advisory Committee Meeting Summaries</b>	35

### **DISCUSSION**

2:45	13	<b>Board Member Comments</b> <i>(Chair)</i>	
2:50	14	<b>Chair Comments</b>	
2:55	15	<b>Adjournment</b> <i>(Chair)</i>	



## Board of Directors Meeting Minutes

Thursday, May 08, 2025- 1:00 pm

### # 1 Call to Order/ Excused Absences

Council Member Higgins called the meeting to order at 1:01 pm and attendance was taken.

#### Excused Absences:

Mayor Pam Haley  
*City of Spokane Valley*

Mayor Cris Kaminskas  
*City of Liberty Lake*

Commissioner Mary Kuney  
*Spokane County Commissioner*

Mayor Kevin Freeman  
*City of Millwood*

Mr. Yost made a motion to approve excused absences. Mr. Otterstrom seconded the motion.

In attendance were:

#### Board Members:

Council Member Jennifer Morton  
*City of Airway Heights*

Council Member Dianne Pfaeffle  
*City of Deer Park*

Council Member Don Kennedy  
*City of Medical Lake*

Council Kitty Klitzke  
*City of Spokane*

Council Member Rod Higgins  
*City of Spokane Valley (Chair)*

Daniel Clark  
*Kalispel Tribe*

Doug Yost  
*Major Employer Rep.*

Matt Ewers  
*Rail/Freight Rep*

Commissioner Al French  
*Spokane County*

Karl Otterstrom  
*Spokane Transit Authority*

Larry Larson  
*WSDOT-ER*

Commissioner Kelly Fukai  
*WA State Transp. Commission*

#### Guests:

Sean Messner  
*CivTech*

Adam Jackson  
*City of Spokane Valley*

Patrick Keefe  
*Etter McMahon*

Victor Ramos  
*Spokane Tribe*

Jerremy Clark  
*City of Spokane Valley*

Kelley Dolan  
*FHWA*

Erik Lowe

#### Absent Members:

Council Member  
Vincent Barthels

*City of Cheney*

Council Member  
Jonathan Bingle

*City of Spokane*

Council Member

Micki Harnois

*Small Cities/Towns Rep.*

#### Staff:

Lois Bollenback  
*Executive Director*

Eve McMenamy  
*Deputy Exec. Director*

Megan Clark  
*Legal Counsel*

Savannah Creasey  
*Comm. & PR Coor.*

Anadia Grier  
*Admin-Executive Coor.*

Jason Lien  
*Principal Transp. Planner*

David Fletcher

*Principal Transp. Planner*

Michael Redlinger

*Associate Transp. Planner 3*

Ben Kloskey

*Associate Transp. Planner 2*

#### Ex-Officio Members:

Tara Limon

*TTC Vice Chair*



## # 2 Public Comments

Mr. Lowe expressed concern that expanding I-90 and completing the North Spokane Corridor will increase sprawl, emissions, and vehicle miles traveled while offering little benefit to underserved neighborhoods. He criticized the lack of investment in emissions and safety mitigation and predicted these projects will worsen congestion and pedestrian fatalities despite their high costs.

## ACTION ITEMS

## # 3 Consent Agenda

- a. April Board of Directors Meeting Minutes
- b. Vouchers Paid for the Month of April 2025
- c. Spokane Regional Commute Trip Reduction Plan: 2025-2029: Amendment One

Mr. Larson made a motion to approve the Consent Agenda. Council Member Kennedy seconded the motion. The motion passed unanimously.

## # 4 Congestion Management Process (CMP) – Final Draft

Mr. Fletcher requested approval of Resolution R-25-11, updating the federally required Congestion Management Process (CMP). He explained that the CMP follows an eight-step FHWA model and supports the region's continuing, comprehensive, and cooperative planning process. The update includes a report, detailed appendices on performance measures and strategies, and a network performance map to monitor corridor-level progress.

Commissioner French made a motion to approve Resolution R-25-11. Mr. Yost seconded the motion.

Mr. Ewers requested an update to the CMP network map, noting that the current alignment of Bigelow Gulch Road is not accurately depicted. Mr. Fletcher confirmed staff would review and update the road network data to match its current alignment.

The motion passed unanimously.

## INFORMATION AND DISCUSSION

## # 5 SFY 2026-2027 Unified Planning Work Program (UPWP) - Update

Ms. Bollenback provided an update on the development of the Unified Planning Work Program (UPWP), highlighting key tasks such as Horizon 2050, data collection, safety improvements, planning studies, TIP management, and public outreach. The draft was submitted to state and federal partners on March 25, with a review meeting held April 15, which included staff from STA and WSDOT-ER. Based on feedback, updates will include adding the ongoing VMT reduction efforts and a new table linking UPWP tasks to federal planning factors; the public comment period runs through May 15, with final approval by the SRTC Board expected in June.

No questions or comments.



## # 6 Horizon 2050 – Regional Priority Networks Update

Mr. Redlinger gave an update on the regional priority networks that are part of Horizon 2050, emphasizing their role in supporting the efficient movement of people and goods, fulfilling federal requirements, and aligning with SRTC's mission as both an MPO and RTP. He outlined the four key networks: the vehicular network (including NHS and major arterials), the transit priority network (reflecting STA's long-range plans and future high-performance transit corridors), the freight priority network (covering FGTS routes, truck corridors, intermodal facilities, and major rail and air infrastructure), and the bike priority network (identifying current and future bicycle facilities).

A web map of these networks is available for local agency review; comments are requested by May 31. Updates to air and rail modes are also in progress.

In response to a question from Ms. Bollenback, Mr. Redlinger confirmed that the transit network includes future routes, with Mr. Otterstrom noting the example of the North Spokane Corridor being shown despite no current bus service.

## # 7 Horizon 2050 – Review of Financial Constraint and Project Needs

Mr. Lien provided an update on Horizon 2050, building on previous discussions and focusing on capital project needs as informed by the needs assessment. This assessment identifies projects from regional plans and studies that may be included in Horizon 2050. He emphasized the importance of understanding how the needs assessment leads to key decision-making milestones and how financial constraints shape the plan's development. Mr. Lien categorized the project areas into two main groups: programmatic and regionally significant. The remaining categories of need in Horizon 2050 are Operations & Maintenance and Preservation.

Over the next two months, the goal is to finalize the Horizon 2050 project listing and program categories, building on the work from Horizon 2045. This includes creating a financially constrained plan, ensuring that proposed projects align with projected revenue for the next 20+ years. The needs assessment project matrix will be used to evaluate consistency with SRTC's guiding principles, therefore, overall consistency with plan objectives.

A financial forecast for Horizon 2050 estimated available funding at approximately \$14 billion, slightly down from Horizon 2045's \$14.3 billion due to adjustments in local revenue projections. The forecast methodology includes projections based on historical averages, specific growth rates, or actual values.

Mr. Lien also discussed regionally significant projects, such as freeway improvements and bus rapid transit systems, which are incorporated in the travel demand model due to their regional impact. Some of the Horizon 2045 projects are complete or in progress, while others are still in early stages. New projects, including the Harvard Road reconstruction and I-90 Valley High-performance transit, were also presented for consideration as regionally significant.

In response to Commissioner Fukai's question on emerging projects like high-speed rail or light



rail, Mr. Lien confirmed that Horizon 2050 will include information acknowledging potential projects, including passenger rail, although specific projects may not be named. This section will provide a vision for future projects and ensure they are considered as the plan evolves.

Mr. Lien emphasized the importance of operations, maintenance, and preservation in the transportation system. Operations and maintenance address short-term needs such as pothole repairs and snow removal, while preservation focuses on long-term needs like chip seals and overlays. Horizon 2045 allocated significant funding to these categories, and similar allocations are expected in Horizon 2050. However, the gap between what is needed and what can be funded remains a challenge.

The next steps involve finalizing the financial forecast, assigning funding targets to program categories, and reviewing potential project scenarios, which will be presented at upcoming meetings.

A key discussion focused on the trade-offs involved in funding allocation. Mr. Otterstrom raised concerns about the potential impact of funding cuts, especially regarding the highway trust fund. Mr. Lien acknowledged that exploring this scenario could be valuable. Mr. Larson suggested stress testing the plan to evaluate funding risks, and Mr. Lien agreed that while challenging, such testing could provide useful insights.

Ms. Bollenback addressed funding uncertainties, particularly with the upcoming expiration of the transportation authorization bill. She noted that the long-range plan is updated every four to five years, allowing flexibility to adapt to unforeseen changes. However, the reality remains that the funding pie is not growing, which may require prioritizing maintenance, operations, and preservation over other areas like capital project funding.

Mr. Lien also responded to Mr. Larson's question on land use by explaining that the regional model includes long-range projections for households and employment, which influence travel demand. The model reflects local planning efforts and expected distributions of households and employment at a regional scale.

Commissioner French raised concerns about managing expectations, stressing the need for realistic planning to ensure community support for the plan without discouraging people with unrealistic, high-expense projects.

Mr. Lien noted that key decisions on project scenarios would be made in the next month or two, with final project decisions expected by late June or early July. The draft plan will be released in September, with board approval for release, followed by committee recommendations in October and final Board adoption in November 2025.

## **# 8 Executive Director's Report**

No questions or comments.



## **# 9 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries**

No questions or comments.

## **# 10 Board Member Comments**

Mr. Larson provided an update on ongoing work at WSDOT. He also announced his upcoming retirement in June, marking his last meeting with the group after over 10 years of involvement with SRTC. He expressed gratitude for the community's work and the opportunity to collaborate.

Ms. Bollenback acknowledged Mr. Larson's invaluable knowledge and practical experience in transportation and congratulated him on his retirement.

Mr. Otterstrom announced a ribbon-cutting ceremony for the Mirabeau Transit Center on Wednesday, May 14, at 10 a.m. The event will mark the completion of the center, which is part of the I-90 Valley Corridor High Performance Transit Line. He mentioned ongoing work on future improvements along the corridor, including future Park and Ride and Argonne Station.

## **# 11 Chair Comments**

Council Member Higgins offered congratulations to Mr. Larson on his retirement and well wishes before the meeting was adjourned at 1:58 p.m.

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Anadia Grier, Clerk of the Board

**VOUCHERS PAID FOR THE MONTH OF MAY 2025**

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
5/2/25	V122651	Kittelson & Associates	Regional Needs Assessment 3/01/25-3/31/25	33,144.91
	V122652	West Plains Chamber of Commerce	Membership dues 6/30/25 - 6/30/26	450.00
	V122653	Manpower	Temp services for 4.14.25 to 4.18.25	1,531.76
	V122654	ASAP Translations	Proofing translations multiple languages Fast Facts sheets	180.12
	V122655	WA State Dept of Retirement	Employee and Employer Contributions: April 2025	13,626.06
	V122656	American Planning Association - C	Planner position advertising on APA-OR website	100.00
	V122657	Washintgon Trust Bank	Softwtr/Virtual mtg subscptns; Office splys/eqpt; staff regs/conf trvl	4,273.97
	V122658	Eve McMenamy	Reimb EM airfare & perdiem for GSI D.C. fly-in; mileage & staff suplys	1,056.60
	V122659	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-9	627.00
	V122660	Cycrest Systems	Managed IT Services - Mnthly May; SaaS Security	1,593.06
	V122661	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - April 2025	77.00
	V122662	Manpower	Temp services for 4.21.25 to 4.25.25	1,531.76
	V122663	Manpower	Conversion fee to hire temp staff to permanent	4,818.48
5/16/25	V122664	EMLVO P.C.	April legal svcs: Board mtg	325.00
	V122665	Intermax Networks	VOIP telecom May 2025	243.36
	V122666	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-10	627.00
	V122667	Spokesman Review	Public Notice for CMP & UPWP Public Comment Period	161.01
	V122668	AWC Employee Benefit Trust	June '25 Benefit Insurance Premiums	12,508.88
	V122669	The Woodshop LLC	Website update - Branding/Messaging Guide/Busns Cards new logo	735.00
	V122670	Acranet	Background check new staff	71.00
	V122671	Rehn & Associates	SRTC HSA Q2-25 contribution new staff AG	351.65
	V122672	Rehn & Associates	Admin fee April '25	75.00
	V122673	Minuteman Press	Podium sign new logo	76.57
5/30/25	V122674	Comcast	Fiber Services, June 2024	233.53
	V122675	PTV America Inc	Travel Demand Sftwr Maint thru 5.31.26 for SRTC, CoSp, CoSV, KMPO	10,879.47
	V122676	Kittelson & Associates	Travel Demand Model revisions 3/1/25-3/31/25	7,361.27
	V122677	Pacific Office Automation	Copier Lease/Usage April 2025	200.88
	V122678	Lois Bollenback	Reimburse LB staff appreciation item	7.62
	V122679	Kittelson & Associates	SVMT Reduction Targets 3/01/25 - 3/31/25	12,803.62
	V122680	Savannah Creasey	SC mileage/prkg reimburse 1/9/25 to 5/5/25	134.60
	V122681	Dell	Laptop for new planner AP	2,470.51
	V122682	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-11	677.00

**Vouchers: V122651 - V122682**

112,953.69

**Reimbursement(s)**

-

**Salaries/Benefits** Pay Periods Ending: 4/26/25, 5/10/25 & 5/24/25

127,510.33

**Spokane County Treasury** Monthly SCIP fee - April 2025

25.00

**240,489.02**

As of 6/12/25, the Spokane Regional Transportation Council Board of Directors approves the payment of the May 2025 vouchers included in the list in the amount of: **\$240,489.02**



**To:** SRTC Board of Directors  
**From:** Eve McMenamy, Deputy Executive Director  
**Topic:** Transportation Improvement Program (TIP) Amendment - June

**Requested Action:**

Approve Resolution R-25-12 adopting the June amendment to the CY 2025-2028 TIP.

**Key Points:**

Per Resolution R-25-04 approved by the SRTC Board on 02/13/2025, which established the SRTC Call for Project Principles of Investments; there are three SRTC projects included in the June amendment to the CY 2025-2028 TIP. See **Attachments 1 and 2** and **Supporting Information** for more details.

AGENCY	PROJECT
SRTC	2027 Metropolitan Transportation Planning
SRTC	2028 Metropolitan Transportation Planning
SRTC	Interstate-90 Corridor Study

**Board/Committee Discussions:**

The TAC and TTC at their 05/28/25 meetings unanimously recommended Board approval of the June TIP Amendment.

**Public Involvement:**

The proposed June amendment was published for a public review and comment period from 05/20/25 through 06/02/25. On 05/20/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website ([www.srtc.org](http://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@srtc.org](mailto:rstewart@srtc.org) | 509.343.6370



## 2025-2028 Transportation Improvement Program June Amendment (25-06)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
<b>Spokane Regional Transportation Council</b> WA-16454	<b>2027 Metropolitan Transportation Planning (New)</b>  This project will support the tasks outlined in SRTC's 2026-2027 Biennium Unified Planning Work Program (UPWP), primarily tasks related to the maintenance and implementation of the Metropolitan Transportation Plan and any approved planning and consultation studies.	Federal (STBG-UL)	\$500,000
		State	\$0
		Local	\$ 78,035
		Total	\$578,035
<b>Spokane Regional Transportation Council</b> WA-16455	<b>2028 Metropolitan Transportation Planning (New)</b>  This project will support the tasks outlined in SRTC's Unified Planning Work Program (UPWP), primarily tasks related to the maintenance and implementation of the Metropolitan Transportation Plan and any approved planning and consultation studies.	Federal (STBG-UL)	\$500,000
		State	\$
		Local	\$ 78,035
		Total	\$578,035
<b>Spokane Regional Transportation Council</b> WA-16456	<b>Interstate-90 Corridor Study (New)</b>  A study of east-west travel demand in the Spokane region proximate to, and including Interstate-90. The analysis will identify land-use, transit and practical solutions needed across the region as well as system preservation and resiliency.	Federal (STBG-UL)	\$800,000
		State	\$
		Local	\$124,856
		Total	\$924,856

STBG-UL= Federal Highway Administration Surface Transportation Block Grant- Urban Large Funding |



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

### 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 June 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 June amendment will be incorporated into the STIP on or around 07/18/2025.



**RESOLUTION**  
**of the BOARD OF DIRECTORS of the**  
**SPOKANE REGIONAL TRANSPORTATION COUNCIL**  
**R-25-12**

**ADOPTING THE JUNE 2025 AMENDMENT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2025-2028 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2025-2028 TIP on 10/10/2024.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby amend the 2025-2028 Transportation Improvement Program with the June 2025 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

**ADOPTED: 06/12/2025**

**ATTEST**

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Anadia Grier  
SRTC  
Clerk of the Board

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Cris Kaminskis  
Mayor, City of Liberty Lake  
Vice Chair, SRTC Board of Directors



**To:** SRTC Board of Directors  
**From:** Lois Bollenback, Executive Director  
**Topic:** 2026-2027 Biennium Unified Planning Work Program and Funding Agreement

### **Requested Action:**

Approve Resolution R-25-13 adopting the Biennium Unified Planning Work Program (UPWP) and authorize the Executive Director to execute the funding agreement.

### **Key Points:**

- The Unified Planning Work Program (UPWP) is a foundational document that outlines the core functions, planning activities, technical support, and other ongoing support provided by SRTC.
- Over the past several months, SRTC staff have worked with the advisory committees and board to identify activities for SRTC to undertake over a two-year period, spanning the State Fiscal Years (SFY) 2026 and 2027.
- Development of the work plan has also been informed by state and federal guidance provided through WSDOT and Federal Highway Administration staff.
- SRTC staff submitted the draft 2026-2027 Biennium UPWP to state and federal oversight agencies for review, and a monitoring meeting was held with these agencies on April 15, 2025, to review the work plan.
- A formal public review period was also held to receive public input on the work program. No comments were received.
- The draft document is [linked here](#) and a copy of the proposed funding agreement is provided as an attachment.

### **Board/Committee Discussions:**

An overview of the UPWP was presented to, and input was received by, the TTC, TAC, and Board during each monthly meeting from January through June.

### **Public Involvement:**

SRTC meetings are publicly noticed and open to the public. Additionally, a formal public review period was held between April 16, 2025, and May 16, 2025.

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370



**RESOLUTION**  
**of the BOARD OF DIRECTORS of the**  
**SPOKANE REGIONAL TRANSPORTATION COUNCIL**  
**R-25-13**

**ADOPTING THE 2026-2027 BIENNIUM UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the Spokane Regional Transportation Council Board (SRTC Board) of Directors serves as the federally designated Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the state designated Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, MPO's are required to document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP); and

WHEREAS, the development of the UPWP included ample review and input from advisory committee members, state and federal agency partners and the general public; and

WHEREAS, the SRTC Board of Directors is the governing body of SRTC, responsible for agency policy decisions including work program activities and the allocation of planning funds.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board adopts the **2026-2027 BIENNIUM UNIFIED PLANNING WORK PROGRAM**; and

NOW, THEREFORE BE IT FURTHER RESOLVED, that the SRTC Board authorizes the Executive Director to execute the **METROPOLITAN/REGIONAL TRANSPORTATION PLANNING ORGANIZATION AGREEMENT (GCC 1194)**.

**ADOPTED: 06/12/2025**

**ATTEST**

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Anadia Grier  
SRTC  
Clerk of the Board

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Cris Kaminskas  
Mayor, City of Liberty Lake  
Vice Chair, SRTC Board of Directors


**Washington State  
Department of Transportation**

Metropolitan/Regional Transportation Planning Organization Agreement		Term of Agreement	
Agreement No.	ALN No	Start Date	End Date
GCC 1194	20.205	7/1/2025	6/30/2027
Lead Planning Agency		Metropolitan Planning Organization/Regional Transportation Planning Organization	
Spokane Regional Transportation Council		Spokane Regional Transportation Council	
421 W. Riverside Avenue, Suite 500		County(ies) included in the MPO/RTPO	
Spokane, WA 99201		Spokane	

This Agreement, is entered into on the Start Date under Term of Agreement above, regardless of the date of signature execution, between the Washington State Department of Transportation "WSDOT", acting by and through its Director, Multimodal Planning and Data Division and the Tribal and Regional Integrated Planning office, hereinafter called the "STATE," and the above named Metropolitan Planning Organization/Regional Transportation Planning Organization, hereinafter called the "MPO/RTPO," collectively referred to as "Parties" and individually as "Party," "MPO," and "RTPO."

**Recitals**

1. The above-named county(ies) has (have) created a RTPO in accordance with the requirements set forth in RCW 47.80.020;
2. The above-named county(ies) includes an urbanized area(s) with a population in excess of fifty thousand individuals, for which a MPO has been designated for each urbanized area pursuant to 23 U.S.C. § 134;
3. Federal funding is authorized under 49 U.S.C. Ch. 53 and 23 U.S.C.; and,
4. The STATE has available funds, which have been allocated to it by: (a) the United States Department of Transportation, hereinafter called "USDOT," (b) the Federal Highway Administration, hereinafter called "FHWA"; (c) the Federal Transit Administration, hereinafter called "FTA"; (d) State RTPO funds; and/ or (e) funds from other federal or state agencies, which can be used to facilitate urban and regional transportation planning.

NOW THEREFORE, pursuant to RCW 39.34 and RCW 47.80, the above recitals that are incorporated herein as fully set forth below, and in consideration of the terms, conditions, and promises contained herein, and/or attached hereto as Exhibits, and by this reference made a part of this Agreement, it is mutually agreed as follows:

**1 Work Scope and Budget**

- 1.1 The work scope and budget for the MPO/RTPO planning activities funded by this Agreement shall be documented annually (or biennially with an annual review) in a Unified Planning Work

Program hereinafter called "UPWP". The UPWPs are kept on file in WSDOT Headquarters, Tribal and Regional Integrated Planning office.

- 1.2 UPWP Guidance developed jointly by the State, FHWA, FTA, and the MPOs/RTPOs by December 31 each year will serve as a resource for developing the UPWPs. The UPWP Guidance includes key emphasis areas for work tasks to accomplish UPWP purposes.
- 1.3 The STATE will inform the MPO/RTPO of expected allocations of Consolidated Planning Grant (CPG) funds, STATE RTPO funds and any other STATE-administered funds that are available to MPO/RTPOs by December 31 each year for the following State fiscal year, which is defined as July 1 to June 30 for all MPOs except the Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO), which is October 1 to September 30. The STATE will inform the MPO/RTPO of expected allocations of State RTPO funds that are available to MPO/RTPOs by December 31 of even-numbered years for the following biennium. The MPO/RTPO will then prepare a draft UPWP and submit the draft to the STATE by the specific dates listed in the UPWP Guidance for MPO/RTPOs (UPWP Guidance).

The final UPWP shall be adopted by the MPO/RTPO and submitted to the STATE for approval prior to June 15, preceding the start of each subject state fiscal year (or biennium). The STATE shall notify the MPO/RTPO, in writing, of FHWA/FTA approval of the UPWP for the subject fiscal year by June 30 of each year, unless otherwise noted in the UPWP Guidance. However, the MPO/RTPO may prepare a two-year UPWP if it desires. Written amendments to the UPWP may be required in order to authorize expenditures of all federal and state funding. Changes to the federal surface transportation act may also necessitate amendments to UPWPs approved by the MPO/RTPO Policy Board, FHWA and FTA.

- 1.4 The UPWP shall document all transportation and related planning activities for the ensuing state fiscal year, July 1 to June 30, unless otherwise noted in the UPWP Guidance. As per 23 C.F.R. 450.308(c), each MPO/RTPO, in cooperation with the STATE and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPO/RTPO. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including, but not limited to, activities that address the planning factors in 23 C.F.R. pt. 450.306(b), in sufficient detail to indicate whether the MPO/RTPO, STATE, public transportation operator(s), local government, consultant(s), or other identified Party, will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds.

Required local matching funds shall be itemized separately. Under no circumstances shall the MPO/ RTPO required match amount be less than the required 13.5 percent match for CPG or Surface Transportation Block Grant (STBG) funds unless authorized to use toll credits.

The MPO/RTPO shall perform the approved work tasks within the approved budget during the subject state fiscal year.

- Should the Parties decide it is mutually beneficial for the STATE to perform specific work tasks identified in the UPWP, the Parties agree that the STATE may retain actual costs as documented in writing and approved by the MPO/RTPO.
- 1.5
- 1.6 The MPO/RTPO agrees to use at least 2.5% of its FHWA PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, in accordance with 23 U.S.C 134.

## 2 Planning Standards and Guidelines

- 2.1 The MPO/RTPO shall comply with the most current Planning Standards and Guidelines developed by the STATE for the RTPO, RCW 47.80, and any amendments made thereto. In addition, the MPO must comply with 23 C.F.R. pt. 450, Subpart C, and 49 C.F.R. pt. 613, Subpart A - Metropolitan Transportation Planning and Programming.

## 3 Payment

- 3.1 The STATE agrees to reimburse the MPO/RTPO's actual direct and related indirect costs of work approved as part of the UPWP. The maximum amount that the STATE shall reimburse the MPO/RTPO shall not exceed the total amount identified in funding authorization letters provided by the STATE, less any amounts retained by the STATE to cover costs for all agreed upon work performed by the STATE. All costs must be consistent with the federal cost principles contained in 2 C.F.R. pt. 200, or as modified or amended.
- 3.2 All indirect costs will be consistent with the federal de minimis rate found in 2 C.F.R. pt. 200 or based on a cost allocation plan or indirect cost rate proposal that is approved by the MPO/RTPO Policy Board annually and maintained on file by the MPO/RTPO for audit purposes. If indirect costs are based on an approved cost allocation plan, the MPO/RTPO will provide a copy to TRIP annually, or when updated.
- 3.3 The MPO/RTPO may submit requests to the STATE for reimbursement of funds as they are expended on UPWP activities at any time, but not more frequently than one (1) such request every month. Such requests for reimbursement shall document the amount of funds that have been expended during the UPWP period, as well as for the current billing period. The request for reimbursement shall contain sufficient detail to inform the STATE, FHWA, FTA, and any other entities providing funding for the work as to the progress on each work element contained in the UPWP. Requests for reimbursement should be submitted to [TRIPFiscal@wsdot.wa.gov](mailto:TRIPFiscal@wsdot.wa.gov). The STATE shall review and approve each request for payment and shall reimburse the MPO/RTPOs no later than fifteen (15) business days after the date of receipt by the STATE.

## 4 Reports

- 4.1 The MPO/RTPO shall communicate with the STATE from time to time, or as often as required by the STATE, during the term of this Agreement to keep the STATE up to date about the progress of the work being performed as described in the UPWP. The STATE reserves the right to request interim written progress reports during the fiscal year, if the MPO/RTPO's monthly billing report is deemed insufficient in detail, the MPO/RTPO undergoes major structural changes, or there are changes to the MPO/RTPO's core organizational functions/activities. The interim reports are due to the STATE within twenty-one (21) calendar days of being notified in writing by the STATE. The interim reports shall include a summary of work progress during the course of the fiscal year, costs incurred in accordance with the approved UPWP and budget, and progress to date, including any problems or work delays. The STATE may delay reimbursement of billings if the requested interim reports are not submitted as specified.

On or before September 30 of every calendar year, unless otherwise noted in the UPWP

- 4.2 Guidance, after the conclusion of each state fiscal year, the MPO/RTPO shall prepare and submit to the STATE a performance and expenditure report for the prior state fiscal year. MPOs are required, as a subrecipient of the STATE, to contribute to the annual performance and expenditure report prepared by the STATE and provided to the FHWA and FTA pursuant

to 23 C.F.R. pt. 420.117(b)(1). This final report shall summarize work accomplished under the UPWP, costs incurred by work element, and identify any carryover of funds. Each annual performance and expenditure report must contain at a minimum:

- a. Comparison of actual performance with established goals;
- b. Progress in meeting schedules;
- c. Status of expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
- d. Cost overruns or underruns;
- e. Approved work program revisions; and
- f. Other pertinent supporting data.

Reports as described in this section and other documentation or correspondence related to this Agreement should be sent via email to WSDOT's Tribal and Regional Integrated Planning Office.

## **5 Assignment of Work Items**

- 5.1 The work items may be accomplished by joint effort between the staff of the MPO/RTPO, the STATE, public transportation operator(s), and/or local government agencies. Such assignments will be clearly listed in the UPWP and be in compliance with 23 C.F.R. § 450.318.

## **6 Project Records**

- 6.1 The MPO/RTPO shall establish and maintain books, records, documents, and other evidence and accounting procedures and practice, sufficient to reflect properly all direct and indirect costs of whatever nature incurred and anticipated to be incurred for the performance of this Agreement. To facilitate the administration of the MPO/RTPO, separate accounts shall be established and maintained within the MPO/RTPO's existing accounting system or an independent accounting system may be set up for all eligible costs. Costs in excess of the latest approved budget, or attributable to actions which have not received the written approval of the STATE, shall not be eligible for reimbursement. All costs charged to the MPO/RTPO, including any approved services contributed by the MPO/RTPO or others, shall be supported by executed payrolls, time records, invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges as the STATE deems appropriate.

## **7 Audits, Inspection, and Retention of Records**

- 7.1 The STATE, the USDOT, FTA, FHWA, the State Auditor, the Inspector General, and/or any of their representatives, shall have full access to and the right to examine, during normal business hours and as often as they deem necessary, all MPO/RTPO records, paper and electronic, with respect to all matters covered by this Agreement. Such entities and their representatives shall be permitted to audit, examine, and make excerpts or transcripts from such records and to make copies of all contracts, invoices, materials, payrolls, and other matters covered by this Agreement. All documents, papers, accounting records, and other material pertaining to costs incurred in connection with this Agreement shall be retained by the MPO/RTPO for six (6) years from the date of final payment to facilitate any audits or inspections.
- 7.2 Furthermore, if any litigation, claim, or audit arising out of, in connection with, or related to this Agreement is initiated before the expiration of the six-year period, the cost records and accounts shall be retained until such litigation, claim, or audit is completed.
- 7.3 All MPOs/RTPOs are subject to audits by the State Auditor's Office. MPO/RTPOs that expend one million dollars (\$1,000,000) or more during the MPO/RTPO's fiscal year in federal awards

must have a single audit or program specific audit in accordance with 2 C.F.R. pt. 200 (Subpart F- Audit Requirements).

## **8 Modifications**

- 8.1 Either Party may request changes to the provisions of this Agreement and to the UPWP that will be developed. Changes to the work scope and budget changes shall be made by written amendment to the UPWP by the MPO/RTPO and approved in writing by the STATE, FHWA, and FTA. Other changes to this Agreement which are mutually agreed upon shall be incorporated as written amendments to this Agreement. No variation or alteration of the terms of this Agreement shall be valid unless made in writing and signed by authorized representatives of the Parties hereto.

## **9 Termination**

- 9.1 This Agreement expires on the End Date under Term of Agreement above. If it is determined to be in the best interests of the STATE, the STATE may terminate this Agreement upon giving thirty (30) calendar days' notice in writing to the MPO/RTPO. The STATE may terminate this Agreement for convenience for reasons including, but not limited to, the requisite funding becoming unavailable through the failure of appropriation or otherwise. If this Agreement is terminated prior to fulfillment of the terms stated herein, the MPO/RTPO shall be reimbursed only for actual expenses and non-cancelable obligations, both direct and indirect, incurred to the date of termination as determined by the STATE. The STATE will work with the MPO/RTPO to determine what obligations are non-cancelable.

## **10 Travel**

- 10.1 Current state travel rates shall apply to all in-state and out-of-state travel for which reimbursement is claimed during the term of this Agreement. Reimbursement of travel expenses is limited to travel necessary for the completion of the UPWP tasks. All travel by RTPOs using state funds is subject to state travel rules as outlined in the State Administrative & Accounting Manual (SAAM). All travel by the MPO/RTPOs using federal funds is subject to federal rules and regulations as outlined in 2 C.F.R. pt. 200. In addition, all travel by the MPO/RTPOs using federal funds must be in compliance with its own internal policies, those of the fiscal agent, or the State's policies, whichever is more restrictive.

## **11 Subcontracting and Equipment**

- 11.1 The MPO/RTPO shall not assign, sublet, or transfer any of the work provided for under this Agreement without prior written approval from the STATE. The Tribal and Regional Integrated Planning Office in WSDOT's Multimodal Planning and Data Division shall have fourteen (14) calendar days to review and approve any MPO/RTPO consultant agreements prior to execution. The basis of review for proposed consultant agreements will be to ensure that the necessary terms and requirements have been incorporated into the agreement. The MPO/RTPO shall comply with all current federal and state laws and regulations governing the selection and employment of consultants. Subcontracts for consultant services must contain all the required provisions of this Agreement to the extent applicable.
- 11.2 If any equipment is purchased under this Agreement, it shall be listed in the UPWP. All equipment must be purchased, managed, and disposed of in accordance with all current federal and state laws and regulations, and the nondiscrimination provisions of Section 17 of this Agreement. The procurement of all equipment must be used for the sole purpose of urban and regional transportation planning activities. Requests related to this provision shall be

emailed to WSDOT's Tribal and Regional Integrated Planning Office.

11.3 Debarment and Suspension. The MPO/RTPO agrees to comply with the requirements of Executive Orders Numbers 12549 and 12689, "Debarment and Suspension," and Office of Management and Budget (OMB) regulations on Debarment and Suspension at 2 C.F.R. pt. 180 and 2 C.F.R. pt. 200. The MPO/RTPO is prohibited from contracting with, or making sub awards to, parties that are suspended or debarred, or whose principals are suspended or debarred. Covered transactions include procurement contracts for goods and services equal to, or in excess of, \$25,000, and all non-procurement transactions (e.g., awards to subrecipients). MPO/RTPOs receiving individual awards for \$25,000 or more and all subrecipients must certify that the organization and its principals are not suspended or debarred. The MPO/RTPO agrees to, and assures that its subrecipients, lessees, third party contractors, and other participants at any tier of the Project will search the Excluded Parties Listing System records at [www.sam.gov](http://www.sam.gov) before entering into any third party sub-agreement, lease, third party contract, or other arrangement in connection with the Project, and will include a similar term or condition in each of its Lower Tier Covered Transactions.

## 12 Purchases

12.1 The MPO/RTPO shall make purchases of any equipment, material, incidental goods, or supplies, pursuant to this Agreement through procurement procedures approved in advance by the STATE and consistent with the following provisions:

12.2 General Procurement Requirements. The MPO/RTPO shall comply with the procurement requirements identified in 2 C.F.R. pt. 200, "Uniform Administrative Requirements," and any amendments thereof, which by this reference are incorporated herein; any reference therein to "grantee" shall mean the MPO/RTPO or consultant.

12.3 Preference for United States Products and Services. To the extent applicable, the MPO/RTPO agrees to comply with the following requirements:

- a. Buy America. The MPO/RTPO shall comply with 49 U.S.C. § 5323(j) and 49 C.F.R. pt. 661, and any implementing guidance the USDOT may issue.
- b. Cargo Preference - Use of United States Flag Vessels. The MPO/RTPO agrees to comply with U.S. Maritime Administration regulations "Cargo Preference - U.S. Flag Vessels" 46 C.F.R. pt. 381 to the extent those regulations apply to the MPO/RTPO's work.
- c. Fly America: The MPO/RTPO understands and agrees that the Federal Government will not participate in the costs of international air transportation of any person involved in or property acquired for the MPO/RTPO unless that air transportation is provided by U.S. flag air carriers to the extent service by U.S. flag air carriers is available, in accordance with the International Air Transportation Fair Competitive Practices Act of 1974, as amended, 49 U.S.C. § 40118, and with U.S. GSA regulations, "Use of United States Flag Air Carriers," 41 C.F.R. pts.301-10.131-143.

12.4 Geographic Restrictions. The MPO/RTPO agrees to refrain from using any State or local geographic preference, except those expressly mandated or encouraged by federal statute or as permitted by USDOT.

12.5 Government Orders. In case any lawful government authority shall make any order with respect to this Agreement, equipment, or any part thereof, or the parties hereto, or either of them, the MPO/RTPO or the consultant(s) shall cooperate with the STATE in carrying out such

order and will arrange its operation and business so as to enable the STATE to comply with the terms of the order.

### **13 Incorporation of Federal Terms**

- 13.1 Purchasing. This Agreement's provisions include, in part, certain Standard Terms and Conditions required by the USDOT, whether or not expressly set forth in this Agreement's provisions. The MPO/RTPO or the consultant(s) shall not perform any act, fail to perform any act, or refuse to comply with any STATE request, which would cause the STATE to be in violation of any USDOT term or condition.
- 13.2 Federal Changes. The MPO/RTPO shall, at all times, comply with all applicable FHWA regulations, policies, procedures, and directives including, but not limited to, those listed directly or by reference in the Agreement as they may be amended or promulgated from time to time by the FHWA during the term of this Agreement. The MPO/RTPO or consultant's(s') failure to so comply, shall constitute a material breach of this Agreement.

### **14 No Obligation by the Federal Government**

- 14.1 The STATE and the MPO/RTPO acknowledge and agree that, notwithstanding any concurrence by the Federal Government in, or approval of, the solicitation or award of this Agreement, absent the express written consent by the Federal Government, the Federal Government is not a party to this Agreement and shall not be subject to any obligations or liabilities to the MPO/RTPO, the consultant(s), or any other party (whether or not a party to this Agreement) pertaining to any matter resulting from this Agreement.
- 14.2 No contract between the MPO/RTPO and its consultant(s) shall create any obligation or liability of the STATE with regard to this Agreement without the STATE's specific written consent, notwithstanding its concurrence in, or approval of, the award of any contract, subcontract, or the solicitations thereof. The MPO/RTPO hereby agrees to include this provision in all contracts it enters into for the employment of any individuals, procurement of any materials, or the performance of any work to be accomplished under this Agreement. The MPO/RTPO agrees to require its consultant(s) to also include this provision in contracts entered into by any consultant, including consultant agreements, if any, with subcontractors.

### **15 Personal Liability of Public Officers**

- 15.1 No officer or employee of the STATE shall be personally liable for any acts or failure to act in connection with this Agreement, it being understood that in such matters they are acting solely as agents of the STATE.

### **16 Ethics**

- 16.1 Code of Ethics. The MPO/RTPO agrees to maintain a written code or standard of conduct that shall govern the performance of its officers, employees, board members, or agents engaged in the award and administration of contracts supported by federal assistance. The code or standard shall provide that MPO/RTPO officers, employees, board members, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential contractors or subrecipients. The MPO/RTPO may set de minimis rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. The code or standard shall prohibit MPO/RTPO officers, employees, board members, or agents from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain. As permitted by state or local laws or regulations, such codes or standards shall include penalties, sanctions, or other disciplinary actions for violations by MPO/RTPO officers, employees, board members, agents,

or by subcontractors, subrecipients, or their agents.

- 16.2 Personal Conflict of Interest. MPO/RTPO codes or standards shall prohibit MPO/RTPO employees, officers, board members, or agents from participating in the selection, award, or administration of a contract supported by federal funds if a real or apparent conflict of interest would be involved. Such a conflict would arise when any of the parties set forth below has a financial or other interest in the firm or entity selected for award:
- a. The employee, officer, board member, or agent of the MPO/RTPO;
  - b. Any member of the immediate family, including any partner, of MPO/RTPO employees, officers, board members, or agents; and
  - c. An organization that employs, or is about to employ, any of the above.
- 16.3 Organizational Conflict of Interest. The MPO/RTPO code or standard of conduct must include procedures for identifying and preventing real and apparent organizational conflicts of interests. An organizational conflict of interest exists when the nature of the work to be performed under a proposed third-party contract may, without some restrictions on future activities, result in an unfair competitive advantage to the third-party contractor or impair its objectivity in performing the contract work.
- 16.4 Bonus or Commission. The MPO/RTPO affirms that it has not paid, and agrees not to pay, any bonus or commission to obtain approval of its application for federal financial assistance.
- 16.5 Relationship with Employees and Officers of the STATE. The MPO/RTPO shall not extend any loan, gratuity, or gift of money in any form whatsoever to any employee or officer of the STATE, nor shall the MPO/RTPO rent or purchase any equipment and materials from any employee or officer of the STATE.
- 16.6 Restrictions on Lobbying. The MPO/RTPO agrees to:
- a. Refrain from using federal or state assistance funds to support lobbying;
  - b. Comply, and assure compliance by each subcontractor at any tier and each subrecipient at any tier, with applicable requirements of USDOT regulations, "New Restrictions on Lobbying," 49 C.F.R. pt. 20, modified as necessary by 31 U.S.C. § 1352; and
  - c. Comply with federal statutory provisions to the extent applicable prohibiting the use of federal assistance funds for activities designed to influence Congress or a State legislature on legislation or appropriations, as specified in 49 C.F.R. pt. 20.
- 16.7 Employee Political Activity. To the extent applicable, the MPO/RTPO agrees to comply with the provisions of the Hatch Act of 1939, 5 U.S.C. §§ 1501 through 1508 and 7324 through 7326, and Office of Personnel Management regulations, "Political Activity of State or Local Officers or Employees," 5 C.F.R. pt. 151. The Hatch Act of 1939 limits the political activities of state and local agencies and their officers and employees, whose principal employment activities are financed in whole or in part with federal funds including a loan, grant, or cooperative agreement.
- 16.8 False or Fraudulent Statements or Claims. The MPO/RTPO acknowledges and agrees that the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq., and USDOT regulations, Program Fraud Civil Remedies, 49 C.F.R. pt. 31, apply to its activities. Accordingly, by executing this Agreement the MPO/RTPO certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or it may make in connection with the administration of the MPO/RTPO covered by this Agreement. In addition to other penalties that WSDOT reserves the right to impose on the MPO/RTPO, the MPO/RTPO also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to

WSDOT or the Federal Government, WSDOT and the Federal Government, each, reserves the right to impose the penalties of the Fraud Civil Remedies Act of 1986, as amended, on the MPO/RTPO to the extent either deems appropriate.

## 17 Civil Rights

- 17.1 The MPO/RTPO shall comply with all applicable civil rights statutes and implementing regulations including, but not limited to the provisions in this section.
- 17.2 Nondiscrimination in Federal Transit Programs. The MPO/RTPO agrees to comply, and assures compliance by each third-party contractor at any tier, with the provisions of 49 U.S.C. § 5332, which prohibits discrimination on the basis of race, color, religion, national origin, sex, disability, or age, and prohibits discrimination in employment or business opportunity.
- 17.3 Nondiscrimination—Title VI of the Civil Rights Act. The MPO/RTPO agrees to comply, and assures compliance by each third party contractor at any tier, with all requirements, prohibiting discrimination on the basis of race, color, or national origin, pursuant to Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d; and USDOT regulations, “Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act,” 49 C.F.R. pt. 21, and any implementing requirements FHWA may issue, to the extent consistent with applicable federal laws, regulations, and guidance; and U.S. Department of Justice (DOJ), “Guidelines for the Enforcement of Title VI, Civil Rights Act of 1964,” 28 C.F.R. pt. 50.3, and any other applicable federal guidance that may be issued.
- 17.4 Equal Employment Opportunity. The MPO/RTPO agrees to comply, and assures compliance by each third-party contractor at any tier, with all requirements of Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and 49 U.S.C. § 5332. and any implementing requirements FHWA may issue. These Equal Employment Opportunity (EEO) requirements include, but are not limited to, the following:
- a. The MPO/RTPO agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. The MPO/RTPO agrees to take affirmative action to ensure that applicants are employed and that employees are treated equally during employment, without regard to their race, color, religion, national origin, sex, disability, or age. Such action shall include, but not be limited to, employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. The MPO/RTPO shall also comply with any implementing requirements USDOT may issue.
  - b. If the MPO/RTPO is required to submit and obtain Federal Government approval of its EEO program, that EEO program approved by the Federal Government is incorporated by reference and made part of this Agreement. Failure by the MPO/RTPO or the consultant(s) to carry out the terms of that EEO program shall be treated as a violation of this Agreement. Upon notification to the MPO/RTPO or the consultant(s) of its failure to carry out the approved EEO program, the Federal Government may impose such remedies as it considers appropriate, including termination of federal financial assistance, or other measures that may affect the MPO/RTPO's eligibility to obtain future federal financial assistance for transportation projects.
- 17.5 Nondiscrimination on the Basis of Sex. The MPO/RTPO agrees to comply with Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq., with USDOT regulations “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance,” 49 C.F.R. pt. 25, and with any implementing directives that the USDOT or the FHWA may promulgate, which prohibit discrimination on the

basis of sex.

17.6 Nondiscrimination on the Basis of Age. The MPO/RTPO agrees to comply with applicable requirements of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., and implementing regulations, which prohibits discrimination on the basis of age.

17.7 Access Requirements for Persons with Disabilities. The MPO/RTPO agrees to comply with all applicable requirements of Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of handicap; with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. § 12101 et seq., which requires the provision of accessible facilities and services; and with the following federal regulations, including any amendments thereto following:

- a. USDOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. pt. 37;
- b. USDOT regulations, "Nondiscrimination on the Basis of Disability in Programs and Activities Receiving Federal Financial Assistance," 49 C.F.R. pt. 27;
- c. Joint U.S. Architectural and Transportation Barriers Compliance Board U.S. DOT regulations, Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles, 36 C.F.R. pt. 1192 and 49 C.F.R. pt. 38;
- d. U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability in State and Local Government Services," 28 C.F.R. pt. 35;
- e. U.S. DOJ regulations, "Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities," 28 C.F.R. pt. 36;
- f. U.S. General Services Administration (GSA) regulations, "Uniform Federal Accessibility Standards," 41 C.F.R. Appendix to Subpart 101-19.6;
- g. U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. pt. 1630;
- h. U.S. Federal Communications Commission regulations, "Telecommunications Relay Services and Related Customer Premises Equipment for Persons with Disabilities," 47 C.F.R. pt. 64, Subpart F;
- i. Any other nondiscrimination statute(s) or regulations that may apply.

17.8 Drug or Alcohol Abuse. Confidentiality and Other Civil Rights Protections. The MPO/RTPO agrees to comply with the confidentiality and other civil rights provisions of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. § 1101 et seq.; with the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation Act of 1970, as amended, 42 U.S.C. § 4541 et seq.; and comply with the Public Health Service Act, as amended, 42 U.S.C. §§ 290dd through 290dd- 2, and any amendments to these laws. The MPO/RTPO understands the requirements of confidentiality concerning persons covered and/or receiving services and/or treatment regarding alcohol and drug abuse, as defined in the aforementioned acts as applicable, including any civil and criminal penalties for not complying with the requirements of confidentiality and that failure to comply with such requirements may result in termination of this Agreement.

17.9 Other Nondiscrimination Statutes. The MPO/RTPO agrees to comply with all applicable requirements of any other nondiscrimination statute(s) that may apply.

## **18 Participation of Disadvantaged Business Enterprises**

18.1 The MPO/RTPO agrees to monitor Disadvantaged Business Enterprise program requirements

as described in C.F.R. pt. 26 and its interpreting guidance, and to make good faith efforts to achieve WSDOT Disadvantaged Business Enterprise goals, where applicable.

18.2 The MPO/RTPO or the consultant(s) agrees that it shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any third-party contract, or sub agreement supported with federal assistance derived from the USDOT or in the administration of its DBE program, or the requirements of 49 C.F.R. pt. 26. The MPO/RTPO agrees to take all necessary and reasonable steps under 49 C.F.R. pt. 26 to ensure nondiscrimination in the award and administration of all third-party contracts and sub agreements supported with federal assistance derived from the USDOT. The MPO/ RTPO DBE program, as required by 49 C.F.R. pt. 26 and approved by the USDOT, is incorporated by reference and made part of this Agreement. Implementation of the DBE program is a legal obligation, and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO/RTPO of its failure to implement its approved DBE program, the USDOT may impose sanctions as provided for under 49 C.F.R. pt. 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001, and/or the Program Fraud Civil Remedies Act, 31 U.S.C. § 3801 et seq.

## 19 General State and Federal Compliance

19.1 The MPO/RTPO agrees to, and shall provide for such methods of administration that are found by the U.S. Secretary of Transportation, or the official to whom the Secretary delegates specific authority, to give reasonable guarantee that it, and other recipients, sub grantees, contractors, subcontractors, transferees, successors in interest, and other participants of federal financial assistance under such program, will comply with all requirements imposed by, or pursuant to the federal acts, regulations, and this assurance in Sections 17 and 18 above. The MPO/RTPO agrees to comply with the provisions of 2 C.F.R. pt. 200. The MPO/RTPO agrees to comply with the laws of the United States and State of Washington. Any report or procedure developed by the MPO/RTPO pursuant to this Agreement shall become public property and shall not be subject to copyright. The MPO/RTPO agrees that the United States, any agency thereof, the U.S. Secretary of Transportation and any of the Secretary's designees, have not only the right to monitor the compliance of the MPO/RTPO with the provisions of this assurance, but also have the right to seek judicial enforcement with regard to any matter arising under federal acts, federal regulations, and this assurance. It is understood by the MPO/RTPO that this assurance obligates the MPO/RTPO for the period during which federal assistance is extended.

## 20 Legal Relations

20.1 Each Party to this Agreement will protect, defend, indemnify, and save harmless the other Party, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and property), arising out of, or in any way resulting from, each Party's negligent acts or omissions with respect to the provisions of this Agreement. Neither Party will be required to indemnify, defend, or save harmless the other Party if the claim, suit, or action for injuries, death, or damages (both to persons and property) is caused by the sole negligence of the other Party. Where such claims, suits, or actions result from the concurrent negligence of the Parties, their agents, officials or employees, and/or involve those actions covered by RCW 4.24.115, the indemnity provisions provided herein will be valid and enforceable only to the extent of the negligence of the indemnifying Party, its agents, officials or employees.

20.2 Further, the MPO/RTPO specifically assumes potential liability for actions brought by RTPO/MPO's own employees or agents against the STATE and, solely for the purpose of this

indemnification and defense, the MPO/RTPO specifically waives any immunity under State industrial insurance laws, Title 51 RCW. The provisions of this Section 20 shall survive the termination of this Agreement.

## **21 Interest of Members of or Delegates to Congress**

21.1 No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement, or to any benefit arising therefrom.

## **22 Prohibited Interest**

22.1 No member, officer, or employee of the MPO/RTPO during his or her tenure in office or employment, or one year thereafter, shall have any interest, direct, or indirect, in this Agreement or the proceeds thereof.

## **23 Independent Contractor**

23.1 The MPO/RTPO shall be deemed an independent contractor for all purposes and the employees of the MPO/RTPO or any of its contractors, subcontractors and the employees thereof, shall not in any manner be deemed to be employees of the STATE.

## **24 Liability**

24.1 No liability shall attach to the STATE by reasons of entering this Agreement except as expressly provided herein.

## **25 Severability**

25.1 If any covenant or provision in this Agreement shall be adjudged void, such adjudication shall not affect the validity, obligation, or performance of any other covenant or provision which in itself is valid, if such remainder would then continue to conform to the terms and requirements of applicable law and this Agreement.

## **26 Disclosure of Agency Records**

26.1 The MPO/RTPO understands and agrees that the Freedom of Information Act (FOIA), 5 U.S.C. § 552, and the Public Records Act, RCW 42.56 apply to the information and documents, both paper and electronic, submitted to the STATE, FTA, and U.S. DOT. The MPO/RTPO should therefore be aware that all applications and materials submitted will become agency records and are subject to public release through individual FOIA or State public disclosure requests.

## **27 Unique Entity Identifier**

27.1 The MPO/RTPO shall, in accordance with 2 C.F.R. pt. 25, obtain a unique entity identifier (UEI) required for System for Award Management registration to uniquely identify business entities.

## **28 Authority to Sign**

28.1 The undersigned acknowledges that they are authorized to execute this Agreement and bind their respective agencies to the obligations set forth herein.

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

<b>METROPOLITAN PLANNING ORGANIZATION/ REGIONAL TRANSPORTATION PLANNING ORGANIZATION</b>	<b>WASHINGTON STATE DEPARTMENT OF TRANSPORTATION</b>
Signed:	Signed:
Printed Name:	Printed Name: Karena Houser
Title:	Title: Director, Multimodal Planning and Data Division
Date:	Date:

<b>APPROVED AS TO FORM:</b>
Signed: on file
Printed Name: Lauren Jaech
Title: Assistant Attorney General
Date: 6/3/25



**To:** SRTC Board of Directors  
**From:** Ryan Stewart, Principal Transportation Planner  
**Topic:** 2027-2029 Call for Projects Preliminary Results

**Requested Action:**

None. For information and discussion.

**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.
- Approximately \$40 million is available for funding.
- A scoring team comprised of TAC and TTC members as well as SRTC staff finished evaluating the applications and the preliminary results are shown in the **Attachment**.
- The preliminary programming provided in the **Attachment** 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.
- Feedback from the TIP working group and the committees is 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 2027-2029 Call for Projects preliminary results were presented to the TAC and TTC at the 05/28/25 committee meetings. The Call for Projects was presented at the 01/09/25 and 02/13/25 Board meetings. The information was also presented to the TAC and TTC at the 12/18/24 and 01/22/25 committee meetings.

**Public Involvement:**

The 2027-2029 Call for Projects was presented at the 01/09/25 and 02/13/25 Board meetings. The information was also presented to the TAC and TTC at the 12/18/24, 01/22/25 and 05/28/25 meetings. All Board and committee meetings are open to the public.

**Staff Contact:** Ryan Stewart, SRTC | [rstewart@srtc.org](mailto:rstewart@srtc.org) | 509.343.6370



SRTC 2027-2029 Program of Projects - Main *DRAFT*								STBG			CMAQ	STBG Set-Aside			CRP		AWARD
								Urban Large	Rural	Flexible	inside AQ boundaries	Urban Large	Rural	Flexible	Urban Large	Rural	
Priority Ranking	Project #	Agency	Project Name	Match	Final Score as	Amount Requested	Project Phase(s)	\$ 7,651,806	\$ 1,983,463	\$ 3,634,927	\$ 8,275,794	\$ 1,797,330	\$ 316,983	\$ 1,201,521	\$ 484,945	\$ 980,557	Total Award for 2027-2029
1	CoSV-1	Spokane Valley	Sullivan/Trent Interchange	33.5%	92%	\$5,000,000	CN	\$5,000,000									\$5,000,000
2	CoS-6	Spokane	Division Street Active Transportation Projects	33.5%	89%	\$2,102,926	CN				\$2,102,926						\$2,102,926
3	AH-1	Airway Heights	US 2 Phase I Pedestrian & Multi-Modal Enhancements	17.0%	88%	\$5,000,000	CN	\$2,651,806		\$513,580		\$1,493,267		\$341,347			\$5,000,000
4	AH-2	Airway Heights	US 2 Phase II Pedestrian & Multi-Modal Enhancements	13.5%	87%	\$5,000,000	CN										\$0
5	CoS-4	Spokane	Centennial Trail Enhancement - Center St to Boulder Beach	33.5%	86%	\$266,000	PE					\$266,000					\$266,000
6	CoS-10	Spokane	Latah Bridge Rehabilitation (Design only)	33.5%	85%	\$2,780,000	PE			\$2,780,000							\$2,780,000
7	CoS-15	Spokane	Spokane Falls Blvd Reconstruction - Post to Division	33.5%	83%	\$12,117,000	CN										\$0
8	CoS-13	Spokane	Pacific Avenue Neighborhood Greenway, Phase 2	33.5%	82%	\$4,705,203	CN				\$4,705,203						\$4,705,203
9	CoS-7	Spokane	Fish Lake Trail to Centennial Trail Connection Phase 2	33.5%	80%	\$5,609,626	CN										\$0
10	STA-2	Spokane Transit	Wellesley High Performance Transit (HPT) Design & Engineering	20.0%	78%	\$630,000	PE				\$630,000						\$630,000
11	CoSV-2	Spokane Valley	Argonne Concrete Reconstruction (Indiana to Montgomery)	55.0%	78%	\$1,999,870	CN										\$0
12	SC-6	Spokane County	Harvard Road Intersection Improvement	13.5%	78%	\$1,379,700	CN								\$484,945		\$484,945
13	STA-1	Spokane Transit	Airway Heights High Performance Transit (HPT) Corridor Planning	20.0%	77%	\$550,000	PL				\$550,000						\$550,000
14	CoSV-5	Spokane Valley	Appleway Trail & Stormwater (Farr Rd Dishman Mica)	33.5%	77%	\$930,591	CN				\$253,034			\$677,557			\$930,591
15	CoS-2	Spokane	37th @ Ray St & Freya St (Design Only)	33.5%	75%	\$482,973	PE										\$0
16	SC-7	Spokane County	Hastings Road Reconstruction	13.5%	74%	\$4,044,700	CN										\$0
17	CoSV-3	Spokane Valley	Barker Road & 4th Avenue Roundabout	33.5%	72%	\$2,277,962	CN										\$0
18	CoS-9	Spokane	Inland Empire Way Connection - Northbound Only	33.5%	70%	\$7,195,637	PE, RW, CN										\$0
19	SC-2	Spokane County	Argonne Road & Upriver Drive Intersection Improvements	13.5%	69%	\$7,075,700	CN										\$0
20	CoS-8	Spokane	Freya St Rebuild - Wellesley to Rowan (PE/ROW Only)	33.5%	66%	\$2,431,692	PE, RW										\$0
21	CoSV-6	Spokane Valley	Arterial Crossings on Valleyway	13.5%	66%	\$648,460	CN										\$0
22	SC-4	Spokane County	Craig Road and Thorpe Road Realignment	13.5%	63%	\$2,324,100	CN		\$1,983,463	\$340,637							\$2,324,100
23	SC-8	Spokane County	Nevada Street Reconstruction	13.5%	63%	\$2,762,100	CN										\$0
24	SC-11	Spokane County	Upriver Drive Active Transportation	13.5%	62%	\$2,873,500	CN										\$0
25	SC-3	Spokane County	Centennial Trail Improvements	13.5%	59%	\$3,180,000	CN										\$0
26	CoSV-4	Spokane Valley	Sprague-Appleway ITS (Sullivan to Barker)	33.5%	57%	\$564,704	CN										\$0
27	CS-1	Commute Smart NW	Commute Smart - Advancing and Connecting TDM, CTR and Communities	20.0%	56%	\$1,150,706	PE									\$980,557	\$980,557
28	DP-1	Deer Park	N Colville Road Reconstruction, Third Street to North City Limits	13.5%	53%	\$1,472,680	CN										\$0
29	SC-5	Spokane County	Glenrose Road Reconstruction	13.5%	49%	\$4,430,500	CN										\$0
30	SC-9	Spokane County	Saltese Road Reconstruction	13.5%	34%	\$2,637,400	CN										\$0
31	FF-1	Fairfield	Prairie View Road Sidewalk Project	0.0%	34%	\$499,600	CN						\$316,983	\$182,617			\$499,600

Legend:

	Fully Funded
	Partial Funding

SRTC 2027-2029 Program of Projects - Preservation *DRAFT*								STBG (Preservation)				AWARD
								Urban Large	Urban Small	Rural	Flexible	
Priority Ranking	Project #	Agency	Project Name	Match	Final Score as	Amount Requested	Project Phase(s)	\$ 5,576,016	\$ 539,451	\$ 868,358	\$ 1,591,367	Total Award for 2027-
1	CoS-3	Spokane	Ash St. - Boone St. to Northwest Blvd. Grind & Overlay	25.0%	95%	\$1,019,567	CN	\$1,019,567				\$1,019,567
2	CoSV-8	Spokane Valley	Sprague Preservation (Phase 2 - University to Bowdish)	41.0%	95%	\$1,350,000	CN	\$1,350,000				\$1,350,000
3	CoS-11	Spokane	Mission Ave. - Napa St. to Greene St. Grind & Overlay	25.0%	92%	\$1,145,639	CN	\$1,145,639				\$1,145,639
4	CoS-14	Spokane	Ray St. - 18th Ave. to 29th Ave. Grind & Overlay	25.0%	92%	\$1,219,474	CN	\$534,794				\$534,794
5	CoS-12	Spokane	Monroe St. - Maxwell Ave. to Indiana Ave. Grind & Overlay	25.0%	90%	\$955,591	CN					\$0
6	CoS-16	Spokane	Sprague Ave. - Stone St. to Freya St. Grind & Overlay	25.0%	89%	\$1,350,000	CN					\$0
7	CoS-1	Spokane	29th Ave. - High Dr. to Grand Blvd. Grind & Overlay	25.0%	86%	\$1,350,000	CN					\$0
8	CoS-5	Spokane	Crestline St. Illinois Ave. to Francis Ave. Chip Seal	25.0%	84%	\$1,350,000	CN					\$0
9	LL-1	Liberty Lake	N Molter Rd Overlay	25.0%	78%	\$1,109,183	CN	\$1,109,183				\$1,109,183
10	SC-1	Spokane County	Aero Road Preservation	36.0%	76%	\$1,350,000	CN	\$416,833			\$933,167	\$1,350,000
11	CoSV-7	Spokane Valley	32nd Preservation (Pines to SR27)	41.0%	75%	\$1,350,000	CN					\$0
12	CH-1	Cheney	Salnave Road Preservation Project	13.5%	54%	\$1,241,100	CN		\$539,451		\$176,558	\$716,009
13	SC-10	Spokane County	Staley Road Preservation	13.5%	45%	\$1,350,000	CN			\$868,358	\$481,642	\$1,350,000

Legend:	
	Fully Funded
	Partial Funding



**To:** SRTC Board of Directors  
**From:** Ryan Stewart, Principal Transportation Planner  
**Topic:** VMT Reduction Framework and Comprehensive Plan Certification Process Update

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The Vehicle Miles Traveled (VMT) Reduction Framework and Comprehensive Plan Certification Process Update project is an effort to monitor VMT per capita and update comprehensive plan certification elements.
- The project has resulted in a survey of [best practices](#), a [draft VMT reduction framework](#), and [recommendations for updating SRTC's Comprehensive Plan Certification Process](#).
- An update on this effort will be presented to the Board.

**Board/Committee Discussions:**

The VMT Reduction Framework and Comprehensive Plan Certification Process Update project was presented at the 03/13/25 Board meeting. The information was also presented to the TAC and TTC at the 02/26/25 and 05/28/25 committee meetings.

**Public Involvement:**

The VMT Reduction Framework and Comprehensive Plan Certification Process Update project was presented at the 03/13/25 Board meeting. The information was also presented to the TAC and TTC at the 02/26/25 and 05/28/25 committee meetings. All Board and committee meetings are open to the public.

**Staff Contact:** Ryan Stewart, SRTC | [rstewart@srtc.org](mailto:rstewart@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Jason Lien, Principal Transportation Planner  
**Topic:** Horizon 2050 – Project Bucket Scenarios

**Requested Action:**

None. For information and discussion.

**Key Points:**

- The agenda item will focus on categories of need for Horizon 2050—capital projects, operations & maintenance, and preservation. This will be compared to the forecasted revenue over the 2050 planning period as we develop the financially constrained long-range plan.
- Capital project needs will be documented in two categories: 1. Horizon 2050's program area buckets – Active Transportation, Bridge, Planning, Road Capital, Safety & Security, Transportation Demand Management (TDM), Transit, Transportation Systems Management & Operations (TSMO); and 2. projects of Regional Significance.
- Scenarios will be presented for the Horizon 2050 categories of need, including program area bucket funding targets, regionally significant projects, operations & maintenance, and preservation. To inform this, SRTC has been conducting a Needs Assessment.
- The Needs Assessment regional matrix of projects has been completed and can be [downloaded here](#) (Excel document as of 5/29). You may filter the Agency column to focus on select jurisdictions.

**Board/Committee Discussions:**

A financial and project need review was provided at the April committee meetings and at the May Board meeting. Scenarios were presented at the May committee meetings.

**Public Involvement:**

[Horizon 2050](#) has an ongoing public outreach schedule.

**Staff Contact:** Jason Lien, SRTC | [jlien@srtc.org](mailto:jlien@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Benjamin Kloskey, Associate Transportation Planner II  
**Topic:** Horizon 2050 – Chapters 1 & 2 Overview

**Requested Action:**

None. For information and discussion.

**Key Points:**

- SRTC staff are presenting an overview of the Metropolitan Transportation Plan (MTP), Horizon 2050, with a focus on Chapters 1 and 2.
- SRTC staff, in coordination with SRTC Committees and the Board, have been working to update the MTP since December 2023.
- Horizon 2050 is a long-range transportation plan, required federal and state law, that serves as the foundation for regional transportation policy, strategy, and investment decisions.
- Chapter 1, titled “Who We Are,” provides regional context and the steps that define the planning process. Important components of Chapter 1 include: the Guiding Principles, legal requirements, public engagement, SRTC’s role in regional planning, and more.
- Chapter 2, “Where We Are,” assesses the current state of the region’s transportation systems, land use patterns, and infrastructure. It provides a snapshot of existing conditions and the challenges facing them.
- Moving forward, the Committees and Board will be presented with the remaining chapters of Horizon 2050 and ultimately take action on the plan in November.
- A page on the SRTC website has been developed for [Horizon 2050](#).

**Board/Committee Discussions:**

Presentations regarding development of Horizon 2050 have been provided since December 2023 and have occurred throughout the past year. This is the Board’s first discussion of Horizon 2050 Chapters 1 and 2. The TTC and TAC reviewed these chapters at their May 2025 meetings.

**Public Involvement:**

SRTC staff have engaged the public at a variety of workshops and public events beginning in early 2024. A full list of the public outreach and engagement activities is included on the [Horizon 2050 webpage](#). The [Horizon 2050 public survey](#) remains open until June 30.

**Staff Contact:** Benjamin Kloskey, SRTC | [bkloskey@srtc.org](mailto:bkloskey@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Benjamin Kloskey, Associate Transportation Planner II  
**Topic:** 2025 SS4A Grant Application – Proposal Idea

**Requested Action:**

None. For information and discussion.

**Key Points:**

- SRTC staff are developing an application for the upcoming round of **Safe Streets and Roads for All (SS4A)** Supplemental Planning and Demonstration funding.
- Staff are proposing a project focused on enhanced data collection and traffic monitoring on the region's High Injury Network and High Injury Intersections, leveraging smart AI technologies and real-time cameras to develop dashboards that track safety indicators (e.g., near-miss, failure to yield) and traffic patterns (e.g., speed, dwell time).
- The project will supplement existing knowledge of known safety concerns with additional data, aiming to build data and information to inform future projects and safety strategies.
- This effort supports strategic priorities outlined in the Regional Safety Action Plan. Benefits include a more in-depth understanding of issues resulting in crashes. The data will lead to improved mitigation efforts, potential savings in project costs and improved data to support funding requests.
- We welcome your feedback on:
  - Suggestions for collaboration or project alignment;
  - Project direction;
  - Alternative project ideas or topic areas of interest.
- The grant application is due on June 26<sup>th</sup>, 2025.

**Board/Committee Discussions:**

This is the first discussion with the Board on this topic. The TAC and TTC discussed this topic at their May 2025 meetings.

**Public Involvement:**

SRTC Board and Committee meetings are open to the public.

**Staff Contact:** Benjamin Kloskey | [bkloskey@srtc.org](mailto:bkloskey@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Lois Bollenback, Executive Director  
**Topic:** Executive Director's Monthly Report

**Requested Action:**

None. For information only.

**Key Points:**

**Ongoing/Upcoming Events & Activities**

- SRTC staff continues to promote a public survey to solicit input regarding the development of the Horizon 2050 Metropolitan Transportation Plan:  
<https://www.surveymonkey.com/r/9BPXY79>
- Staff also participated in a public engagement event for the MTP at the Liberty Lake Farmers Market (05/17/2025) and attended the DSP State of Downtown Breakfast (05/30/2025).
- Please stop and say hello at the SRTC booth at Felts Field Neighbors Day on June 21st between 8:00 am and 4:00 pm.

**Federal Activities Update**

- Federal Transit Administration (FTA) planning funds have not yet been allocated for the current federal fiscal year.
- SRTC has received a funding agreement from NHTSA for the Safe Streets and Roads for All public awareness grant and SRTC staff expects to begin activities needed to coordinate project details with our project partners.

**Transportation Funding – Awards & Opportunities**

Program	Close Date	Available Funding	Agency
FY25 Safe Streets and Roads for All (SS4A)	6/26/2025	\$982 m	USDOT

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370



## Transportation Technical Committee

### ACTION ITEMS

#### **CONSENT AGENDA**

The consent agenda, which included the April TTC meeting minutes and the Transportation Improvement Program (TIP) Amendment – June, was approved.

Ms. Colyar motioned to approve the Consent Agenda as presented. Ms. Note seconded the motion. The motion was passed unanimously.

#### **2026-2027 BIENNIUM UNIFIED PLANNING WORK PROGRAM (UPWP)**

Ms. Bollenback provided an update on the 2026–2027 Biennium UPWP, highlighting input from the TTC, TAC, Board, and federal and state partners, which led to the inclusion of a crosswalk table in Appendix D. She noted the draft received no public comments and emphasized the need for a recommendation of adoption before the state fiscal year start on July 1.

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

### INFORMATION AND DISCUSSION ITEMS

#### **GUEST PRESENTATION: TRANSIT DEVELOPMENT PLAN (STA)**

Ms. Arredondo presented STA's draft of the Transit Development Plan, outlining service improvements, capital investments, and funding strategies to meet state and federal requirements. Key elements include planned service changes through 2028, a \$495 million Capital Improvement Program, and major projects like the Wellesley and I-90/Valley HPT corridors. The draft is open for public input, with open houses and a public hearing scheduled for June.

#### **CALL FOR PROJECTS PRELIMINARY RESULTS**

Mr. Stewart shared an update on the 2027–2029 Call for Projects, noting preliminary rankings, full and partial awards, and a potential project swap under review. Projects were scored by TTC, TAC, and SRTC staff using qualitative and GIS-based methods. Final approval by the Board is expected on July 10.

#### **VMT REDUCTION FRAMEWORK AND COMPREHENSIVE PLAN CERTIFICATION PROCESS UPDATE**

Ms. Wilbur presented Spokane County's Vehicle Miles Traveled (VMT) analysis, highlighting future travel trends, the need for annual monitoring via HPMS, and equity concerns related to rural transit access and disadvantaged communities. Mr. Kataria outlined three VMT scenarios—Business as Usual, Statewide Goals, and Horizon 2050's Land Use Model—and reviewed potential strategies like transit improvements, land use reforms, and demand management tailored to local needs. Next steps include revising the draft plan by June 11, Board review on June 12, and a final plan release on June 24.

## **HORIZON 2050 - PROJECT BUCKET SCENARIOS**

Mr. Lien presented the Horizon 2050 project bucket scenarios, which align regional transportation needs with an estimated \$14 billion in available funding through 2050. Three scenarios were introduced, ranging from maintaining Horizon 2045's funding splits to prioritizing preservation and maintenance, with Scenario B—adjusted based on Board and public input—recommended. Updates to the regionally significant project list include removals of completed or lower-priority projects and additions like Harvard Road Phase 2 and the I-90 Valley High Performance Transit project. The plan will be refined over the summer, with a draft released in September and Board adoption targeted for November.

## **HORIZON 2050 - CHAPTERS 1 & 2 OVERVIEW**

Mr. Kloskey presented Horizon 2050 Chapters 1 and 2, with Chapter 1 outlining SRTC's regional role and Spokane's unique geographic and demographic context. Chapter 2 features major updates on regional conditions, including commuting trends, pavement data, demographic shifts, and refreshed transportation mode and freight data. It also introduces a detailed analysis of regional activity centers and updated indicators of potential disadvantage to guide funding decisions. The update remains on schedule, with Board review of these chapters in June and full draft release planned for September.

## **SS4A GRANT APPLICATION - PROPOSAL IDEAS**

Mr. Kloskey shared plans to apply for an SS4A grant to deploy AI camera technology for collecting near-miss and traffic safety data on the High Injury Network. The goal is to enhance data for known problem areas, support grant applications, and create dashboards with video evidence for decision-makers. SRTC is exploring vendor partnerships and contractor options to minimize local staff workload, with the application due June 26.

## **AGENCY UPDATE AND FUTURE ITEMS**

Mr. Stewart shared that WSDOT is asking MPOs and RTPOs to submit 10-year capital preservation needs for NHS bridges and pavement through 2036, including both funded and unfunded projects. SRTC will coordinate with local agencies this summer to develop a consolidated estimate, due to WSDOT in November, with a presentation expected later this summer.



## Transportation Advisory Committee

### ACTION ITEMS

#### **CONSENT AGENDA**

The consent agenda, which included the April TAC meeting minutes and the Transportation Improvement Program (TIP) Amendment – June, was approved.

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.

#### **2026-2027 BIENNIUM UNIFIED PLANNING WORK PROGRAM (UPWP)**

Ms. Bollenback shared an update on the 2026–2027 Biennium UPWP, noting that feedback from the TTC, TAC, Board, and federal and state partners resulted in the addition of a crosswalk table in Appendix D. She reported that no public comments were received on the draft and stressed the importance of adopting the plan before the new state fiscal year begins on July 1.

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

#### **GUEST PRESENTATION: TRANSIT DEVELOPMENT PLAN (STA)**

Ms. Arredondo shared STA's draft Transit Development Plan, which details upcoming service enhancements, capital projects, and funding approaches to align with state and federal guidelines. Highlights include service updates through 2028, a \$495 million Capital Improvement Program, and significant projects such as the Wellesley and I-90/Valley HPT corridors. The draft is currently open for public feedback, with open houses and a public hearing planned for June.

#### **CALL FOR PROJECTS PRELIMINARY RESULTS**

Mr. Stewart provided an update on the 2027–2029 Call for Projects, highlighting initial rankings, proposed funding levels, and a possible project exchange currently being evaluated. Scoring was conducted by TTC, TAC, and SRTC staff using both qualitative assessments and GIS analysis. Final Board approval is anticipated on July 10.

#### **VMT REDUCTION FRAMEWORK AND COMPREHENSIVE PLAN CERTIFICATION PROCESS UPDATE**

Ms. Wilbur presented an analysis of Spokane County's Vehicle Miles Traveled (VMT), highlighting the need for continuous monitoring through the Highway Performance Monitoring System (HPMS) and raising equity concerns related to longer trips and limited transit access in rural areas. Mr. Kataria from outlined three VMT scenarios—Business as Usual, Meeting Statewide VMT Goals, and Horizon 2050's Land Use Model—acknowledging the difficulty of achieving aggressive reductions given Spokane's mixed urban-rural landscape. The recommendations emphasize ongoing annual VMT tracking, coordination with

local jurisdictions to set regional targets consistent with the Growth Management Act, and prioritizing strategies that reduce travel costs and improve transit and active transportation access for underserved communities. The draft plan is scheduled for revision by June 11, with Board review on June 12 and final adoption by June 24.

### **HORIZON 2050 - REVIEW OF FINANCIAL CONSTRAINT AND PROJECT NEEDS**

Mr. Lien presented updated project bucket scenarios for Horizon 2050, designed to align regional transportation priorities with the projected \$14 billion in funding through 2050. The three scenarios vary in how funds are distributed across program areas, preservation, and regionally significant projects, with Scenario B emerging as the staff recommendation due to its incorporation of public and Board feedback. The updated list of regionally significant projects reflects completed, deferred, and new additions such as Harvard Road Phase 2 and the I-90 Valley High Performance Transit project. Final refinements will take place over the summer, with a draft plan expected in September and Board adoption targeted for November.

### **HORIZON 2050 - CHAPTERS 1 & 2 OVERVIEW**

Mr. Kloskey presented Chapters 1 and 2 of Horizon 2050. Chapter 1 describes SRTC's role in the region and highlights Spokane's distinct geographic and demographic characteristics. Chapter 2 includes updated data on commuting, pavement conditions, demographics, transportation modes, and freight, along with a new analysis of regional activity centers and revised indicators of potential disadvantage to support funding equity. The plan remains on track, with Board review scheduled for June and a full draft release expected in September.

### **SS4A GRANT APPLICATION - PROPOSAL IDEAS**

Mr. Kloskey shared plans to apply for an SS4A grant to deploy AI camera technology for collecting near-miss and traffic safety data on the High Injury Network. The goal is to enhance data for known problem areas, support grant applications, and create dashboards with video evidence for decision-makers. SRTC is exploring vendor partnerships and contractor options to minimize local staff workload, with the application due June 26.

### **AGENCY UPDATE AND FUTURE ITEMS**

There were no agency updates.