



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, August 27, 2025 at 3:00 PM

Hybrid In Person/Virtual Meeting

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

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

Meeting ID: 823 6088 3378 | Passcode: 674742

By Phone 1-253-215-8782

Meeting ID: 880 1169 5265 | Passcode: 807716

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

SRTC welcomes public comments at the Transportation Technical Committee meetings.

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

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

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

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



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

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

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

FOR ACTION

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

		a) June TAC Meeting Minutes	3
--	--	-----------------------------	---

		b) Transportation Improvement Program (TIP) Amendment – Sep	9
--	--	---	---

3:20	4	CY 2026 Unified List – State Version (<i>David Fletcher</i>)	13
------	---	---	----

INFORMATION AND DISCUSSION ITEMS

3:35	5	2026-2029 Transportation Improvement Program – Draft (<i>Ryan Stewart</i>)	18
------	---	---	----

3:42	6	Transportation Advisory Committee (TAC) Feedback for 2026 (<i>Ben Kloskey</i>)	19
------	---	---	----

3:47	7	Horizon 2050 Draft Status Update (<i>Jason Lien</i>)	20
------	---	---	----

INFORMATION: No Presentation

3:52	8	Agency Update and Future Information Items (<i>Ben Kloskey</i>)	
------	---	--	--

3:57	9	Adjournment (<i>Chair</i>)	
------	---	-------------------------------------	--



Transportation Advisory Committee Meeting Minutes

Wednesday, June 25, 2025– 3:00 pm

1 Call to Order/ Excused Absences

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

Excused Absence:

Mark Johnson
Carlie Hoffman
Paul Vose (Chair)

In attendance were:

Committee Members:

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

Absent Members:

Ann Winkler

Guests:

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1



2 Public Comments

There were no public comments.

3 Member Comments

There were no member comments.

#4 Chair Report on SRTC Board Meeting

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

ACTION ITEMS

3 Consent Agenda

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

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

4 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists

Mr. Stewart asked the TAC to recommend Board approval of the final project awards and contingency lists for the 2027-2029 call for projects. He began by briefly reviewing previous discussions, noting that final revenue estimates had increased slightly, raising the total available funding to about \$40 million. He reminded the committee that the Board had approved the investment principles in February, which included dedicated funding for the SRTMC, SRTC-led planning, small town initiatives, and preservation-only projects.

With assistance from members of the TTC and TAC, staff evaluated and scored all submitted applications based on pre-established criteria. While those scores formed the basis for project rankings, additional considerations influenced the programming decisions. These included eligibility for specific funding sources, a balanced distribution of project delivery across 2027 through 2029 to support annual obligation targets, and fair geographic distribution to avoid clustering funds in only a few jurisdictions.

Before moving into the preservation list, Mr. Stewart addressed a question from Mr. Barber regarding the stability of federal funding amid developments in Washington, DC. Mr. Stewart explained that the forecast relied on historically stable funding sources such as the Surface Transportation Block Grant Program and its set-aside for transportation alternatives, both of which have long-standing federal support. However, he noted that the Carbon Reduction Program is less certain and was excluded from future projections. He emphasized that the current funding outlook is intentionally conservative and that staff will continue to monitor and report on any policy or funding changes moving forward.

Mr. Stewart then reviewed the simplified lists of recommended projects included in the



meeting packet and displayed on screen. These outlined both fully and partially funded projects, with partial awards indicated in light purple. He also walked through the preservation-specific list, noting which projects received full or partial funding and clarifying that agencies could still proceed with delivery even if only partially funded.

He concluded with a review of the contingency lists—one for general projects and another for preservation—as required by SRTC’s TIP guidebook policy. These lists serve as a reserve in case additional funding becomes available and are prioritized to guide how any surplus could be distributed by Board discretion to support partially funded or currently unfunded projects.

With no further questions from the committee, Mr. Stewart closed by outlining the next steps. The TAC’s recommendation will go to the Board on July 10. If approved, the selected projects will be integrated into the 2026–2029 TIP, which will be developed in August and September and include a public comment period for community input on both these and other ongoing projects.

Mr. White motioned to recommend the approval of the 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Draft CY 2026 Unified List

In Mr. Fletcher’s absence, Ms. McMenamy provided an update on the annual revision of the region’s unified list of transportation priorities. This list is used to communicate key projects to state and federal legislators, as well as funding partners, and is also supported by local Chambers of Commerce for advocacy efforts. Member agencies were encouraged to align their submissions with their legislative agendas to help present a consistent, regionwide message.

This year’s update followed a shortened timeline to align with the ongoing development of Horizon 2050. The evaluation criteria remained unchanged, and agencies were only asked to submit updates for new projects or changes significant enough to warrant rescoring. Staff completed the scoring process in mid-June.

For the 2024 state-level update, Spokane Transit Authority (STA) submitted one new project—the Clean Energy Campus—and requested reevaluation of three previously submitted projects. Seven projects already on the list were also resubmitted with updated information. Feedback from past outreach has emphasized the value of submitting both federal and state versions of the list early in the legislative cycle and keeping the content focused, rather than allowing it to grow indefinitely.

Ms. McMenamy then reviewed updates across the three project phases. The implementation phase, which includes construction-ready projects, remains unchanged. In the development phase, some resubmitted projects retained their previous scores (shown in green), while others



received modest increases (shown in blue). No new projects were added to this phase. In the initiation phase, one new project—STA's Clean Energy Campus Phase One—received a strong score and is recommended for inclusion.

Projects not recommended to move forward at this time were shaded in gray and may be revisited in future updates. The updated list will be presented to the Board in the coming weeks, with final approval expected in September. Agencies with scoring questions were encouraged to reach out to Mr. Fletcher later in the week.

There were no questions or comments.

6 Horizon 2050 – Chapters 3-4 & Future Projects Overview

Mr. Lien continued the Horizon 2050 presentation with a focus on Chapters 3 and 4 of the long-range transportation plan. While the first two chapters, reviewed last month, focused on existing conditions, these next sections look ahead—forecasting regional growth and outlining how transportation investments will be prioritized through 2050.

He began by highlighting the foundational work that informed the plan, including the Smart Mobility Plan, resilience studies, ongoing public outreach, the Unified List, the Congestion Management Process, the Regional Safety Action Plan, and the Commute Trip Reduction (CTR) Plan. These inputs were integrated into a comprehensive regional needs assessment developed with consultant support.

Chapters 3 and 4 address projected traffic and population growth, performance measures, the identification of priority networks, financial forecasting, implementation strategies, and alternative future scenarios that could influence transportation decisions. A central component of Chapter 4 are the categories of need: regionally significant projects, program areas, operations and maintenance, and preservation. These categories are balanced against an estimated \$14 billion in anticipated funding through 2050. As with Horizon 2045, most of the funding is expected to support maintenance and preservation efforts, with smaller portions allocated to new capital investments. Mr. Lien emphasized the importance of weighing trade-offs, noting that increases in one area would require reductions in others.

He then walked through the updated list of regionally significant projects—those with systemwide impact and assigned costs. Some completed projects are recommended for removal, while others, like the final segment of the North Spokane Corridor, are moving to the short-term list due to expected completion timelines. A few projects are being reclassified based on updated scopes or priorities. For example, the Whistalks Way Improvements project is recommended to shift from the regionally significant list to the road capital program area. New projects proposed for inclusion include STA's I-90 Valley High Performance Transit, Harvard Road Reconstruction, and Sprague Avenue Reconstruction. The Park Road/BNSF Grade Separation project is recommended for reclassification as an unfunded need.

He then reviewed the program areas—such as active transportation, safety, transit, and Transportation Systems Management and Operations (TSMO)—which are projected to receive



approximately \$1.8 billion in combined investment. He shared illustrative examples to help visualize the types of projects that could be funded in each program area. Questions arose about potential crossover between program areas, particularly between transit and active transportation. Mr. Lien noted that while transit projects are typically more clearly defined and are often led by STA, there is often an overlap in goals—particularly with transportation demand management strategies. He explained that although there are ties between program areas, reallocation between transit and active transportation funds is not currently being considered.

He also addressed interest in increasing the safety investment target. One possibility, he noted, would be to reduce other allocations slightly—such as bridge-related funds already covered through larger projects in the regionally significant list. There was also support for reclassifying some active transportation projects under the safety program when applicable. During discussion of funding scenarios and cost finalization, Ms. Zentz raised the question of whether anticipated future funding for STA could free up resources for other needs, such as safety. Mr. Lien explained that while STA's funding is typically tied to operations and transit-specific capital projects—not roadway infrastructure—any increase in STA's funding could expand the transit program area. Additionally, Ms. Zentz suggested that some TSMO investments, such as ramp meters and variable speed signs, could also enhance safety outcomes. Mr. Lien agreed and cited examples where crash rates have dropped following the installation of ramp meters, noting that TSMO does indeed have crossover benefits.

Mr. White added that STA has historically been a strong partner beyond its core transit work, voluntarily contributing to multimodal community projects when surplus funds are available. Mr. Lien acknowledged this, agreeing that such contributions support broader transportation goals and reinforce the crossover between categories.

To conclude, Mr. Lien provided an update on next steps. The full draft of Horizon 2050 is expected to be ready for committee review in August, with public comment scheduled for September and final Board approval anticipated in November. The regional public survey, which has been open since late January, will close at the end of June and will help guide final refinements to the plan.

INFORMATION (NO PRESENTATION)

11 Agency Update

Mr. Kloskey introduced himself as the new staff liaison to the Transportation Advisory Committee (TAC), taking over from David Fletcher, who will now support the Transportation Technical Committee (TTC). He noted that committee liaison roles rotate among SRTC planning staff every two years.

Mr. Kloskey also provided several agency updates. He shared that the public survey for the Metropolitan Transportation Plan (MTP) is open through June 30, and staff have been conducting outreach at recent events including Summer Parkways and Felts Field Neighbor Day to encourage participation. Additionally, SRTC's Equity Working Group is currently



Anadia Grier, Clerk of the Board



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

Requested Action:

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

Key Points:

There are seven projects included in the September amendment to the CY 2025-2028 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY

City of Spokane
Spokane County
Spokane International Airport
Spokane Transit Authority

City of Spokane Valley
WSDOT-Eastern Region
WSDOT-Eastern Region

PROJECT

Flett Middle School Safe Routes To School (SRTS)
Craig / Thorpe Roundabout
Airport Drive-Spotted Road Interchange and Realignment
Division Line: Division BRT Project Development, Construction and Implementation
E. Broadway Ave Preservation
I-90 Sullivan to Idaho State Line ITS Improvements
Asphalt/Chip Seal Preservation

Board/Committee Discussions:

This is the first discussion of the September TIP Amendment.

Public Involvement:

The proposed September amendment was published for a public review and comment period from 08/11/25 through 08/20/25. On 08/11/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. One comment about the Craig/Thorpe Roundabout project has been received so far. All comments received will be provided to the Board prior to action.

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

2025-2028 Transportation Improvement Program

September Amendment (25-09)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane WA-16716	Flett Middle School Safe Routes To School (SRTS) (New) Install new traffic signal at Assembly/Wellesley. Lane width reduction along Assembly St. and upgrade to protected bike lanes. Install Rectangular Rapid Flashing Beacons (RRFBs). Sidewalk infill along Wellesley.	Federal (SRTS)	\$2,307,000
		State	\$0
		Local	\$0
		Total	\$2,307,000
Spokane County C3347	Craig / Thorpe Roundabout (New) Intersection improvement to construct a roundabout at the intersection of Thorpe Rd and Craig Rd.	Federal (DEMO)	\$1,789,000
		State	\$0
		Local	\$280,000
		Total	\$2,069,000
Spokane International Airport WA-11223	Airport Drive-Spotted Road Interchange and Realignment Construct an overpass interchange at Spotted Road over both arms of Airport Drive and realign Spotted Road from Airport Drive to Flightline Blvd so that it is outside of the Runway Protection Zone. Amend project into TIP/STIP for awarded RAISE funding.	Federal (RAISE)	\$22,800,000
		State	\$0
		Local	\$8,200,000
		Total	\$31,000,000
Spokane Transit Authority WA-14727	Division Line: Division BRT Project Development, Construction and Implementation Project development, construction & implementation of Division Bus Rapid Transit (BRT). Amendment is an update to total project cost.	Federal (5307)	\$1,000,000
		State	\$16,794,000
		Local	\$0
		Total	\$17,694,000
City of Spokane Valley WA-16723	E. Broadway Ave Preservation (New) Full-depth reconstruction on western half of project; grind, inlay, and patching on east half of project; and evaluation of mid-block crossing with RRFB at the east end of the fairgrounds.	Federal (NHPP)	\$3,500,000
		State	\$ 0
		Local	\$1,000,000
		Total	\$4,500,000

WSDOT - Eastern Region F09099T32	I-90 Sullivan to Idaho State Line ITS Improvements (New) Improve safety and operations along the I-90 corridor through the installation of ITS system devices to provide for improved traffic management.	Federal (5304)	\$2,205,735
		State	\$45,015
		Local	\$0
		Total	\$2,250,750
WSDOT - Eastern Region BSRTC P1	Asphalt/Chip Seal Preservation Grouping of preservation projects for state highways and freeways in Spokane County. Amendment to update funding.	Federal (STBG, NHPP)	\$15,195,074
		State	\$5,759,674
		Local	\$0
		Total	\$20,954,748

5304 = Federal Transit Administration (FTA) Section 5304 funding for Statewide Planning

5307 = Federal Transit Administration (FTA) Section 5307 funding

DEMO – Congressionally Directed Spending

NHPP = National Highway Performance Program funding

RAISE = Rebuilding American Infrastructure with Sustainability and Equity grant program funding

STBG = Federal Highway Administration (FHWA) Surface Transportation Block Grant funding



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

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 September 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 September amendment will be incorporated into the STIP on or around 10/17/2025.



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

Requested Action:

Recommend SRTC Board approval of the CY 2026 Unified List: State Version.

Key Points:

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

Board/Committee Discussions:

The draft CY 2026 Unified List was presented to the SRTC Board for review at their 07/10/2025 meeting and to the TTC and TAC at their 06/25/2025 meetings. Earlier in the year, at their 03/13/2025 meeting, the Board approved Resolution R-25-08, which established the CY 2026 SRTC Unified List Development Process and Project Evaluation Criteria. The TTC and TAC reviewed the proposed process and criteria at their 02/26/2025 meetings and recommended them for Board approval.

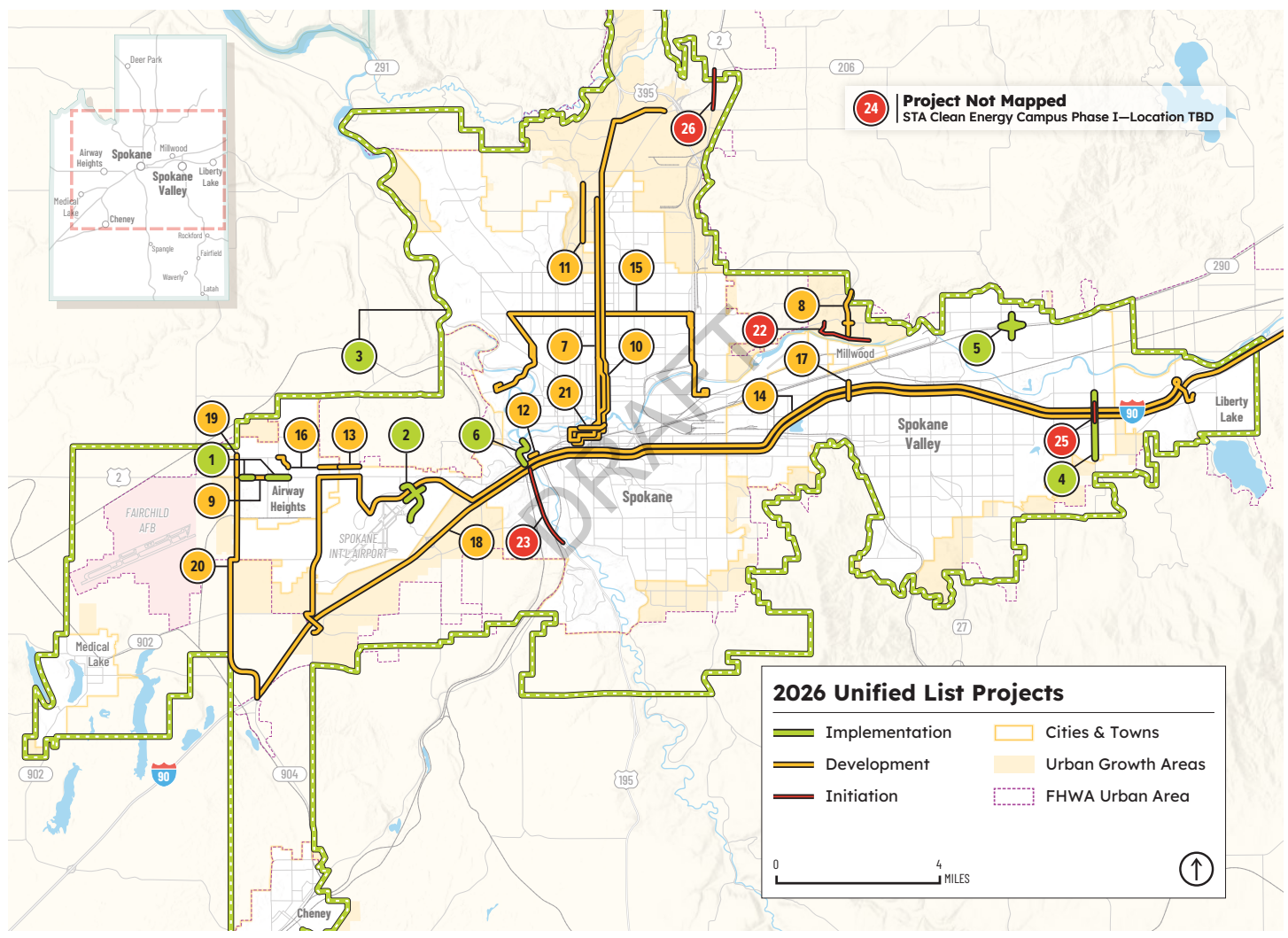
Public Involvement:

All SRTC committee and Board meetings are open to the public.

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

Unified List of Regional Transportation Priorities

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



Project Status Categories

Implementation

- ▶ Design ≥ 60% complete, significant progress towards right-of-way, environmental approvals are underway, and substantial amount of funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Development

- ▶ Design ≥ 30% complete, right-of-way needs identified, environmental initiated and/or some funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Initiation

- ▶ Design is < 30% complete.
- ▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study.



2026 Unified List of Regional Transportation Priorities

Summary by Project Status

All dollar amounts shown in millions.

PROJECT STATUS CATEGORY	NUMBER OF PROJECTS	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST	PERCENT REQUESTED
Implementation	6	\$210.3	\$102.2	\$44.5	21%
Development	15	\$558.9	\$399.7	\$208.6	37%
Initiation	5	\$184.8	\$129.5	\$32.4	18%
Totals*	26	\$954.1	\$631.5	\$285.4	30%

*Totals may not sum due to rounding.

Implementation Projects

All dollar amounts shown in millions.

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
1	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Add pathways & sidewalk, improved pedestrian crossings, traffic calming, transit access, & roundabout traffic control.	\$23.4	\$6.9	\$16.6
2	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements	Spokane Int'l Airport	Construct a grade-separated interchange at Spotted Rd over Airport Dr & relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway.	\$37.2	\$32.2	\$5.0
3	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) & required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage & the required infrastructure.	\$35.8	\$33.2	\$5.0
4	South Barker Rd Corridor	Spokane Valley	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission-Appleway), a 3-lane urban arterial (Appleway-city limits), & add roundabouts at Sprague, 4th, & 8th aves.	\$41.0	\$13.3	\$3.0
5	Sullivan/Trent Interchange	Spokane Valley	Reconstruct interchange, including on/off ramps, to restore long-term capacity & satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	\$53.4	\$13.0	\$5.0
6	Fish Lake Trail Connection Phases 1-3	Spokane	Construct a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to Centennial Trail via Sandifur Bridge.	\$19.5	\$9.6	\$9.9

Development Projects

All dollar amounts shown in millions.

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
7	Division St Active Transportation Access Improvements	Spokane	Install parallel & connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	\$25.8	\$2.1	\$23.7
8	Argonne Rd Freight, Active Transportation & Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, & add safety improvements at Wellesley Ave intersection.	\$25.8	\$0.3	\$2.0
9	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, & roundabout traffic control.	\$26.0	\$3.9	\$22.1
10	Division Bus Rapid Transit (BRT)	STA	Enhances corridor transit w/more frequent service, transit signal priority, all-door boarding, & dedicated business access and transit (BAT) lanes for much of the corridor.	\$202.0	\$101.0	None
11	Wall St Safety & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new sewer force main, & pedestrian crossing & intersection improvements at Country Homes Blvd.	\$17.5	\$0.6	\$0 None
12	Latah Bridge Rehabilitation	Spokane	Replace & widen bridge deck, railing, sidewalks, rehabilitate structural elements, & improve pedestrian & transit facilities —shared-use path, bike lanes, space for future light rail.	\$65.1	\$2.8	\$62.3
13	12th Ave - Spokane Phase	Spokane	Extend existing roadway as a 2-lane boulevard or 3-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, & transit stops.	\$4.9	None	\$4.9
14	I-90/Valley High Performance Transit (HPT)	STA	Revise to a HPT corridor, from West Plains to Spokane Valley/Liberty Lake. Construct 2 new park & rides (Appleway Station & Argonne Station) & modify Mirabeau Point Park & Ride.	\$39.3	\$34.0	None
15	Wellesley High Performance Transit (HPT)	STA	Revise Wellesley Route 33 to HPT Route 3. Includes passenger & operational enhancements, & improved connectivity & accessibility to facilitate ease of transfer to other routes.	\$9.3	\$2.5	\$6.8
16	6th/10th-12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	\$4.8	\$0.5	\$4.3
17	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane & shared use path.	\$28.2	\$1.5	\$3.0
18	I-90 TSMO Improvements	WSDOT	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, & wrong way detection.	\$24.0	\$0.6	\$2.6
19	Craig Rd Complete Streets Project	Airway Heights	Reconstruct & widen road; add turn lanes at major intersections, transit improvements, sidewalks (E side of road), & 10' buffered multi-use path (W side of road).	\$11.2	\$1.2	\$10.0
20	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access & complete a link to Craig Rd, & reconstructing the corridor.	\$66.9	\$7.5	\$59.4
21	Spokane Falls Blvd	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit & cable, signal & utility updates, & accessible Pedestrian Signals (APS) updates as appropriate.	\$8.1	\$0.8	\$7.4

Initiation Projects

All dollar amounts shown in millions.

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
22	Centennial Trail Argonne Gap Improvements	Spokane County	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail and crossings at Argonne/Upriver intersection to reduce bike/ped vs vehicular incidents and reduce stress.	\$15.6	\$0.3	None
23	US 195 Corridor Projects	Spokane	Connect Lindeke to Thorpe, create a 2-way Inland Empire Way/Cheney-Spokane Rd connection, & add improvements including sidewalks, lighting, landscaping, and bike lanes.	\$18.4	None	\$18.4
24	Clean Energy Campus Phase I	STA	Acquire site & design a clean energy campus to support STA's maintenance, operations, and administrative needs for zero emission fleet expansion.	\$100.0	\$55.0	\$10.0
25	Barker/I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout & 4-lane bridge to accommodate existing traffic and growth.	\$40.0	None	\$4.0
26	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	\$10.9	None	None

DRAFT



To: Transportation Advisory Committee
From: Ryan Stewart, Principal Transportation Planner
Topic: 2026-2029 Transportation Improvement Program - Draft

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is required to develop a Transportation Improvement Program (TIP) that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area over a four-year period.
- The TIP must be updated at least every two years; SRTC updates the TIP annually.
- 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.
- Member jurisdictions and agencies have submitted their TIP project records into the Secure Access Washington database. SRTC staff are reviewing the records as part of developing the TIP.
- Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP), which is reviewed and approved by FHWA and FTA.
- A draft 2026-2029 TIP document will be posted to the SRTC website and a link distributed to committee members and other interested parties.

Board/Committee Discussions:

This is the first discussion of the draft 2026-2029 TIP.

Public Involvement:

All SRTC Board and Committee meetings are open to the public. A 30-day public comment period will be held beginning in September for the draft 2026-2029 TIP.

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



To: Transportation Advisory Committee Members
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: Transportation Advisory Committee (TAC) Feedback for 2026

Requested Action:

For information and discussion only.

Key Points:

- The 2021 Interlocal Agreement relating to the formation and operation of the Spokane Regional Transportation Council established that the Transportation Advisory Committee shall exist with its own bylaws that set membership at 14 slots.
- The current terms for members of the TAC are set to expire at the end of 2025.
- SRTC values the role of the TAC to ensure ongoing input and advice is provided by citizens to the SRTC Board.
- Since the last update and appointment in 2024, we've had **four members resign** and **two member appointments** to fill TAC vacancies. Two positions are currently unfilled.
- SRTC staff have considered several options for amending the bylaws to ensure we are able to fill vacant positions as they occur on the TAC including:
 - Expanding the total membership to 16 positions, with two of those being alternate positions.
 - Reaching out to a broad segment of the community to ensure a wide range of voices.
- Staff are seeking input from the existing membership regarding potential improvements to the effectiveness of the TAC.

Board/Committee Discussions:

This is the first discussion on this topic with the TAC.

Public Involvement:

All SRTC committee and board meetings are open to the public.

Staff Contact: Benjamin Kloskey, SRTC | bkloskey@srtc.org | 509.343.6370



To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
Topic: Horizon 2050 Draft Status Update

Requested Action:

None. For information and discussion.

Key Points:

- Horizon 2050 is the latest iteration of the region's Metropolitan Transportation Plan (MTP). Staff are generating the final draft for public release, based on the past several months of public engagement and coordination with SRTC Committees and Board as well as other stakeholders.
- Chapter 4 of the document focuses on the financial forecast and planned investments—those categories of need that we have discussed at recent committee meetings that consist of capital projects, maintenance & operations, and preservation.
- Capital project needs are documented in two categories: 1. Horizon 2050's program area buckets; and 2. projects of Regional Significance. The **Attachment** shows proposed Regionally Significant projects, at an estimated cost of just over \$2 billion.
- Public release of the Horizon 2050 Draft is scheduled for early October. This is one month later than previously noted in the schedule and puts us on track for December Board adoption. Committees will be provided the full draft at their September meetings. There will also be a 30-day comment period once the draft is formally released in October.

Board/Committee Discussions:

Horizon 2050 items have been presented at multiple Board and Committee meetings.

Public Involvement:

Horizon 2050 has an ongoing public outreach schedule.

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

Horizon 2050 List of Regionally Significant Projects

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