



Spokane Regional Transportation Council

Board of Directors Meeting

Thursday, 09/11/2025 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/82990423233?pwd=umAtOb7zXGZhQgRIqtByx14vkGOIBU.1>

Meeting ID: 829 9042 3233 | Passcode: 100681

By Phone: +125 320 50468

Meeting ID: 829 9042 3233 | Passcode: 100681

Or find your local number: <https://us02web.zoom.us/j/82990423233?pwd=umAtOb7zXGZhQgRIqtByx14vkGOIBU.1>

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
- 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.



This board agenda has been amended to list agenda item #4 - CY 2026 Budget and Indirect Cost Plan – Draft as an Information and Discussion Item rather than an Action Item.

Time	Item #		Page #
1:00	1	Call to Order/Record of Attendance/Excused Absences	
1:10	2	Public Comments	
<u>FOR ACTION</u>			
1:15	3	Consent Agenda	
	a.	July Board Meeting Minutes	3
	b.	Vouchers Paid for the Month of July & August	9
	c.	Transportation Improvement Program (TIP) Amendment – August	11
	d.	Transportation Improvement Program (TIP) Amendment – September	15
	e.	WA State Department of Retirement Services - Deferred Compensation Program	22
	f.	Procurement Manual – Approval	24
<u>INFORMATION AND DISCUSSION ITEMS</u>			
1:20	4	CY 2026 Budget and Indirect Cost Plan – Draft <i>(Eve McMenamy)</i>	26
1:30	5	Executive Director Evaluation Process <i>(Greg Griffin)</i>	28
1:35	6	2026-2029 Transportation Improvement Program – Draft <i>(Ryan Stewart)</i>	31
1:42	7	CY 2026 Unified List (State Version) – Draft <i>(Eve McMenamy)</i>	32
1:57	8	Horizon 2050 – Update <i>(Jason Lien)</i>	36
2:05	9	Transportation Advisory Committee (TAC) Considerations for 2026 <i>(Ben Kloskey)</i>	40
<u>INFORMATION: No Action or Discussion (Written reports only)</u>			
2:15	10	Executive Director’s Monthly Report <i>(Lois Bollenback)</i>	41
		<ul style="list-style-type: none"> • Ongoing/Upcoming Events and Activities • Transportation Funding – Awards & Opportunities • Response to Federal Surface Transportation Request for Information (Provided under separate cover) • Letter from EPA: Ending Air Quality Maintenance Period 	
	11	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	44
<u>DISCUSSION</u>			
2:20	12	Board Member Comments <i>(Chair)</i>	
2:25	13	Chair Comments	
2:30	14	Adjournment <i>(Chair)</i>	



Board of Directors Meeting Minutes

Thursday, July 10, 2025- 1:00 pm

1 Call to Order/ Excused Absences

Council Member Higgins called the meeting to order at 1:00 pm and attendance was taken.

Excused Absences:

Mayor Pam Haley Commissioner Mary Kunej
City of Spokane Valley Spokane County

Council Member Bingle made a motion to approve excused absences. Mr. Ewers seconded the motion. The motion passed unanimously.

In attendance were:

Board Members:

Council Member Jennifer Morton
City of Airway Heights
Council Member Vincent Barthels
City of Cheney
Council Member Dianne Pfaeffle
City of Deer Park
Mayor Cris Kaminskaskas
(Vice Chair)
City of Liberty Lake
Council Member Don Kennedy
City of Medical Lake
Mayor Kevin Freeman
City of Millwood
Council Member Jonathan Bingle
City of Spokane
Council Member Kitty Klitzke
City of Spokane
Council Member Rod Higgins
City of Spokane Valley
Daniel Clark
Kalispel Tribe

Ex-Officio Members:

Barry Greene
City of Spokane
(TTC Chair)

Absent Members:

Mayor Cris Kaminskaskas
(Vice Chair)
City of Liberty Lake

Board Members:

Doug Yost
Major Employer Rep.
Matt Ewers
Rail/Freight Rep.
Council Member
Micki Harnois
Small Towns Rep.
Commissioner Al French
Spokane County
Karl Otterstrom
STA
Council Member
Cecilia Evans
Spokane Tribe
Char Kay
WSDOT-ER
Commissioner Kelly Fukai
WA State Transp.
Commission

Guests:

Kevin Picanco
City of Spokane
Spencer Montgomery
JUB Engineers
Sean Messner
CivTech

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Exec. Director
Savannah Creasey
Comm. & PR Coord.
Anadia Grier
Admin-Executive Coord.
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Michael Redlinger
Associate Transp. Planner 3
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1

Guests:

Leann Yamamoto
Commute Smart NW
Kelley Dolan
FHWA
Paul Kropp
Jeremy Clark
City of Spokane Valley



2 Public Comments

Ms. Bollenback shared two comments received during the TIP Amendment public notice, noting they were not directly related to the TIP but are being included as part of the public record. One raised safety concerns on Park Road north of Trent, requesting sidewalks, flashing lights, and reduced speeds near a school. The other noted that Chattaroy Road is too narrow and in need of safety and operational improvements due to increased development. Staff will follow up with local jurisdictions.

ACTION ITEMS

3 Consent Agenda

- a. June Board of Directors Meeting Minutes
- b. Vouchers Paid for the Month of June 2025
- c. Transportation Improvement Program (TIP) Amendment – July
- d. CY 2025 Q2 Budget Update
- e. CY 2026 Member Contributions – Approval

Ms. Bollenback provided a clarification on consent agenda item 3e regarding annual member contributions, which are based on population estimates from the Office of Financial Management and used for the 2026 budget. An earlier version of the table included an error that zeroed out some data, but a corrected version—previously reviewed by the Administrative Committee—was sent out earlier that day. She noted this isn't a policy issue but wanted to ensure members had accurate information for budgeting. If there are concerns, the item can be revisited next month, but staff is prepared to move forward with the updated version.

Mr. Otterstrom made a motion to approve the Consent Agenda. Mr. Yost seconded the motion. The motion passed unanimously.

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

Mr. Stewart presented the 2027-2029 Call for Projects Final Awards and Contingency Lists, with Resolution R-25-16 brought forward for the Board's approval. This cycle included approximately \$40 million in available funding, slightly above initial projections.

Funding decisions were guided by investment principles adopted in February, which included set-asides for planning activities, the Spokane Regional Transportation Management Center, small town access, and preservation-only projects. Applications were submitted in April and scored with support from TTC and TAC members. The final programming accounted for eligibility, delivery schedules, obligation targets, and geographic distribution. A small number of projects received partial funding due to remaining balances in specific funding categories, and sponsors confirmed they could proceed with those awards.

During discussion, it was clarified that partially funded projects, such as Fish Lake Trail Connection, are also listed on the contingency list in case additional funds become available. In total, 8 of 13 preservation applications received at least partial funding. Contingency lists for



both general and preservation projects will remain active until the next call, allowing the Board to reallocate funds if new or returned funding becomes available.

The TTC and TAC unanimously recommended approval at their June meetings. Ms. Bollenback noted the success of this cycle, with 21 projects funded—16 fully—and described it as a strong outcome for the Board. Mr. Stewart thanked staff for their support. Mr. Otterstrom emphasized this as a regional success, highlighting collaboration among agencies and the long-term efforts behind many of the funded projects.

Council Member Klitzke made a motion to approve the Resolution (R-25-16) approving the 2027-2029 Call for Projects Final Awards and Contingency List. Council Member Bingle seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

5 Draft CY 2026 Unified List

Ms. McMenamy filled in for David Fletcher to provide an update on the unified project list, emphasizing that today's discussion was for information only, with formal action expected in September following the usual August break. She reminded the Board that this list serves as a communication tool to convey regional priorities to state and federal legislators, supported broadly by local business groups and aligned with individual agency legislative agendas to present a unified message.

This year's update was expedited, maintaining current scoring criteria and only requiring agencies to submit new projects or updated information. Between April and May, agencies submitted and self-scored projects, which staff then reviewed. Only one new project was submitted—from STA's Clean Energy Campus—and a few others had score updates or resubmissions. One project, the LEIA initiative from STA, was requested to be removed. Ms. McMenamy noted ongoing outreach efforts with stakeholders to refine the list, including producing two versions in response to feedback.

The list is divided into three phases: implementation (projects ready for construction), development (in engineering or early phases), and initiation (new projects beginning design). Some projects shifted slightly in ranking due to recent funding but no major changes were proposed.

Mr. Otterstrom described STA's Clean Energy Campus project, highlighting its role in expanding STA's zero-emission bus fleet through a new facility. This project is included in STA's strategic and facilities master plans and has secured some local funding but still requires significant additional resources. He also addressed the LEIA project, a collaborative effort between Spokane, Spokane Valley, and STA focused on improvements along key transit routes. After an unsuccessful grant bid in 2023, this project has been deprioritized regionally, though STA will continue local enhancements.



Ms. McMenamy concluded by outlining next steps, including returning with recommendations and priority statements at the next meeting and preparing for the upcoming State legislative session, with an openness to Board input on emerging funding opportunities or challenges.

Mr. Ewers thanked staff for their efforts, emphasizing the importance of a unified list supported by multiple regional groups to strengthen advocacy with legislators.

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

Mr. Lien's presentation focused on Chapters 3 and 4 of Horizon 2050, the region's long-range transportation plan. He began by reminding the board that this plan builds on years of work from SRTC and partner agencies, incorporating inputs from safety plans, congestion management, public outreach, and many other studies. Chapter 3 looks at future conditions in the region—such as population and employment growth, areas of traffic congestion, and priority transportation networks for freight, transit, vehicles, and bicycles. These data help identify where investments are needed most.

Chapter 4 then focuses on the categories of transportation needs and how funding will be allocated over the next 20-plus years. The plan projects over \$14 billion in revenue, which is a conservative estimate, likely to increase as refinements continue. Most of this funding will go toward operations, maintenance, and preservation of existing infrastructure, which represents the largest share of expenditures. Capital projects, including regionally significant ones, make up a smaller portion of spending but remain vital to improving the system.

Ms. Bollenback emphasized that maintaining the current transportation system is a top priority. Despite common perceptions that the region mainly funds new projects, most funds are directed toward preserving and reconstructing existing roads and facilities. The budget pie is limited, but it's focused on keeping what we have in good condition.

Mr. Lien then detailed the list of regionally significant projects, which are large-scale investments that affect principal arterials, freeways, or fixed transit services. These projects are divided into short-term (next six years) and long-term (beyond six years) timeframes. Many projects are carried over from the previous Horizon 2045 plan, with a few new additions such as the I-90 Valley High Performance Transit and Harvard Road reconstruction. New projects in the long term include the 18th/21st Avenue Corridor and Craig Road/I-90 Four Lakes Connection. The total cost for these regionally significant projects is estimated at around \$1.9 billion.

Other capital investments fall under program areas like active transportation, safety, transit, and road capital. Public outreach revealed that the community's highest priorities are maintenance and preservation of existing infrastructure, followed by active transportation and safety improvements. These priorities are reflected in the recommended funding targets, with a slight increase in projected safety spending that would cover a variety of multimodal project types.

Mr. Otterstrom raised a question about how emerging priorities, such as clean energy investments and zero-emission vehicle technology, fit into the plan. Mr. Lien responded that there is no clear



funding category for these projects at present, though they are an important consideration for future regional investments. Mr. Lien added that community feedback gathered through surveys and workshops echoed these priorities, with strong support for safer walking, biking, and transit options, as well as interest in energy efficiency and a cleaner transportation future. Mr. Otterstrom noted that STA polling also showed broad public support for continued investment in zero-emission technology.

Finally, Mr. Lien shared the project timeline: the draft plan will be ready for committee review in August and for board review in September, with potential adoption expected by November. The team encouraged board members to provide feedback before the September meeting.

Throughout the presentation, board members highlighted the importance of transit investments as a solution to a growing population and congestion, and the need to maintain bridges to support freight movement and regional mobility.

7 Procurement Manual Update

SRTC's Administrative Services Manager Greg Griffin presented the update to the procurement manual. He began by saying the current manual was approved in 2014 and has been under review since last year. During that time, staff worked closely with the Board Administrative Committee, whose input helped shape the proposed changes. Legal counsel also reviewed drafts and provided valuable guidance.

The goal of the update was to improve clarity and organization. The manual now includes a more user-friendly format, an active table of contents, and additional legal references drawn from the SRTC Interlocal Agreement, WSDOT funding agreement, and federal and state procurement rules.

One key change is in contract approval authority. The Executive Director will now be able to approve contracts up to \$150,000, a significant increase from the previous \$25,000 limit, as long as spending stays within the approved budget and work plan. Any contracts over that amount will still need Board approval.

Other revisions include updated purchase thresholds based on committee feedback, a reordered list of procurement methods to better match staff's typical practices, and revised protest procedures that align with federal regulations. The manual also adds language allowing the Executive Director to consult legal counsel if issues around suspension or debarment arise, though no such cases have occurred locally.

In 2023, staff developed a standardized Request for Qualifications template. The updated manual includes appendices that align with these templates, covering proposer certifications and federal contract clauses.

Overall, the changes provide staff with clearer tools to carry out procurements more efficiently while maintaining appropriate oversight. Mr. Ewers confirmed the update is for review now and will return next month for approval. He praised the changes for allowing staff to move faster



without needing Board approval for every purchase under the new threshold.

Ms. Bollenback reminded everyone that all spending must still be approved in the budget, so this update streamlines the approval process rather than expanding spending authority.

11 Executive Director's Report

Ms. Bollenback highlighted a note in the report regarding a deferred compensation program. She explained that because SRTC falls under the State Department of Retirement Services, staff have access to optional deferred compensation plans. However, to formally offer additional options—such as Roth IRA participation—Board approval is required. She clarified that there would be no cost to the organization, as the program would be entirely employee-driven. A resolution to add these options will be brought to the Board on the consent agenda, either in September or sooner, simply to expand the retirement benefits menu available to staff.

12 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

13 Board Member Comments

Board members took a few moments to share updates from their respective agencies, including recent developments, ongoing projects, and upcoming initiatives.

14 Chair Comments

Council Member Higgins reminded everyone that the Board typically does not meet in August and asked if there was any pressing need to hold a meeting that month. Hearing none, he confirmed the group would reconvene in September. The meeting was adjourned at 2:09 p.m.

Anadia Grier, Clerk of the Board



VOUCHERS PAID FOR THE MONTH OF JULY 2025

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
7/2/25	V122708	Rehn & Associates	Q-3 2025 Agency H.S.A. contributions LB,GG,SC,MR,BK,AG	3,000.00
	V122709	Pacific Office Automation	Copier Lease/Usage May 2025	204.42
	V122710	Greg Griffin	Reimburse GG mileage/parking 3/11/25 to 6/26/25	107.08
7/11/25	V122711	Cycrest Systems	Managed IT Services - Mnthly May; SaaS Security	1,688.25
	V122712	WA State Dept of Retirement	Employee and Employer Contributions: May 2025	13,897.12
	V122713	Intermax Networks	VOIP telecom July 2025	243.36
	V122714	Washingon Trust Bank	Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnr:	7,302.47
	V122715	Greater Spokane Inc	Membership renewal thru 2026	825.00
	V122716	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-14	677.00
	V122717	Kittelson & Associates	Regional Needs Assessment 5/01/25-5/31/25	25,396.61
	V122718	Rehn & Associates	Admin fee May '25	75.00
	V122719	Acranet	Background check new staff	66.00
	V122720	Spokesman Review	Public Notice for CMP & UPWP Public Comment Period	82.86
	V122721	EMLVO P.C.	June legal svcs: Board mtg	1,750.00
	V122722	Associated Industries	Membership for 2025-Q3	437.00
	V122723	AMPO	Membership renewal thru 2026	3,224.88
	V122724	David Fletcher	Travel & Mileage reimbursement 1/5 - 6/21/25	198.70
7/25/25	V122725	AWC Employee Benefit Trust	August '25 Benefit Insurance Premiums	11,016.50
	V122726	Diamond Parking Services	Acct parking for Board, Cmte mtg parking - June 2025	68.00
	V122727	Comcast	Fiber Services, August 2025	233.53
	V122728	Enduris	2026 Policy Year, 9.1.25 to 8.31.26	15,731.00
	V122729	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-15	727.00
	V122730	Cycrest Systems	Gold Plan - New laptop setup for new planner AP	463.68
	V122731	Kittelson & Associates	Regional Needs Assessment 6/01/25-6/30/25	6,814.26
	V122732	Diamond Plaza LLC	Office lease July 2025	5,916.00
	V122733	The Woodshop LLC	Website maintenance/hosting/updates	449.00
	V122734	Pacific Office Automation	Copier Lease/Usage June 2025	196.08

Vouchers:	V122708 - V122734	100,790.80
Reimbursement(s)	Travel Model software reimburse CoSpVly<\$3,955.97>	(3,955.97)
Salaries/Benefits	Pay Periods Ending: 7/5/25 & 7/19/25	91,034.00
Spokane County Treasury	Monthly SCIP fee - June 2025	18.30
Spokane County Treasury	County Treasury Banking fee for 2024	4,457.01
		\$192,344.14

As of 9/11/25, the Spokane Regional Transportation Council Board of Directors approves the payment of the July 2025 vouchers included in the list in the amount of: **\$192,344.14**



VOUCHERS PAID FOR THE MONTH OF AUGUST 2025

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
8/8/25	V122735	Kittelson & Associates	Travel Demand Model revisions 5/1/25-5/31/25	15,236.33
	V122736	Adventures in Advertising	New staff SRTC logo apparel	254.82
	V122737	Diamond Parking Services	Acct parking for Board, Cmte mtg parking - July 2025	86.00
	V122738	Cycrest Systems	Managed IT Services - Monthly August; SaaS Security	1,688.25
	V122739	WA State Dept of Retirement	Employee and Employer Contributions: July 2025	11,699.84
	V122740	Intermax Networks	VOIP telecom August 2025	243.36
	V122741	Washintgon Trust Bank	Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnrs	3,072.62
	V122742	Eve McMenamy	EM travel reimburse Intermtn West MPO mtg; Salt Lake City, UT 7/28-29/25	1,051.54
	V122743	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-16	727.00
	V122744	Kittelson & Associates	SRTC Project Economic Analysis 6/01/25-6/30/25	1,062.95
	V122745	Rehn & Associates	Admin fee July '25	75.00
	V122746	EMLVO P.C.	July legal svcs: Board mtg; Procurement Manual review	650.00
	V122747	Spokesman Review	Public Notice for TIP	81.29
	V122748	Econteractive	TIP ProjectTracker SAAS Solution	18,042.96
8/22/25	V122749	The Woodshop LLC	Website maintenance/hosting/updates	449.00
	V122750	Cycrest Systems	Trouble shoot WiFi and access point	459.92
	V122751	Construction Associates	Prep & paint wall for new logo sign	468.04
	V122752	AWC Employee Benefit Trust	August '25 Benefit Insurance Premiums	10,993.86
	V122753	Minuteman Press	Print Outreach fact sheets & brochures for events	219.51
	V122754	Comcast	Fiber Services, Sept 2025	233.53
	V122755	Avista Utilities	Avista install ETS site #'s 42, 47 & transformers on DCFC finished sites	586,242.18
	V122756	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-17	727.00
	V122757	Pacific Office Automation	Copier Lease/Usage July 2025	208.65
	V122758	Lois Bollenback	LB reimburse travel Qtrly MPO Dir mtg Olympia WA	1,059.94

Vouchers: V122735 - V122758 655,033.59

Reimbursement(s) Travel Model software reimburse CoSpVly<\$3,955.97> (361.68)

Salaries/Benefits Pay Periods Ending: 8/2/25 & 8/16/25 91,510.64

Spokane County Treasury Monthly SCIP fee - July 2025 27.30

746,209.85

As of 9/11/25, the Spokane Regional Transportation Council Board of Directors approves the payment of the August 2025 vouchers included in the list in the amount of: **\$746,209.85**



To: SRTC Board of Directors
From: Ryan Stewart, Principal Transportation Planner
Topic: Transportation Improvement Program (TIP) Amendment - August

Requested Action:

Adopt Resolution R-25-17 approving the August amendment to the CY 2025-2028 TIP.

Key Points:

There are three projects included in the August amendment to the CY 2025-2028 TIP. The projects were amended due to the time-sensitive opportunity of potential redistributed obligation authority. Per the [TIP Guidebook Policy 3.6](#): “In the case when a TIP amendment is time-sensitive and the SRTC Board does not have a regularly scheduled meeting, or a Board meeting is cancelled due to unforeseen events, SRTC will process the TIP amendment and retroactively request Board approval at the next available Board meeting. SRTC staff will coordinate with the Board Chair under these circumstances.”

See the **Attachment** and **Supporting Information** for more details.

AGENCY

City of Millwood
City of Spokane
City of Spokane

PROJECT

Argonne Road, Empire to Liberty Congestion Relief
Wellesley Ave - Maple to Division Chip Seal
3rd Ave - Stevens to Division Grind & Overlay

Board/Committee Discussions:

This is the first discussion of the August TIP Amendment.

Public Involvement:

The proposed August amendment was published for a public review and comment period from 07/14/25 through 07/23/25. On 07/14/25, notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org), and social media platforms. No public comments about the August TIP amendment were received.

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

2025-2028 Transportation Improvement Program

August Amendment (25-08)

Agency WA STIP ID#	Project Title Administrative Modification Description	Funding Adjustment	
City of Millwood WA-09830	Argonne Road, Empire to Liberty Congestion Relief Amend project into TIP for potential redistributed obligation authority (OA) to reduce local overmatch.	Federal (CMAQ)	\$ 463,285
		State	\$ 0
		Local	\$ 72,305
		Total	\$ 535,590
City of Spokane WA-15415	Wellesley Ave - Maple to Division Chip Seal Amendment to add federal portion of potential redistributed OA of \$150,000 and \$23,824 local due to address construction bid cost increase.	Federal (STBG-UL)	\$ 534,000
		State	\$ 0
		Local	\$ 151,824
		Total	\$ 685,824
City of Spokane WA-15416	3rd Ave - Stevens to Division Grind & Overlay Amendment to add federal portion of potential redistributed OA of \$260,000 and \$41,294 local due to address engineering estimate construction cost increase.	Federal (STBG-UL)	\$ 730,701
		State	\$ 0
		Local	\$ 264,593
		Total	\$ 995,294

CMAQ = Federal Highway Administration (FHWA) Congestion Mitigation Air Quality funding

STBG-UL = FHWA Surface Transportation Block Grant - Urban Large funding

Redistributed Obligation Authority = federal highway funds that are reallocated from states that don't obligate their full allocation by a certain deadline, typically in late August. FHWA makes these funds available, and the Washington State Department of Transportation (WSDOT) then distributes them to local agencies, primarily Metropolitan Planning Organizations (MPOs) and counties, that have met their own obligation targets.



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

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 August 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 August amendment will be incorporated into the STIP on or around 09/19/2025.

Public Comment

None received.



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-17

**ADOPTING THE AUGUST 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 August 2025 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: 09/11/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Council Member Rod Higgins
City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Ryan Stewart, Principal Transportation Planner
Topic: Transportation Improvement Program (TIP) Amendment - September

Requested Action:

Adopt Resolution R-25-18 approving 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:

At their 08/27/25 meetings, the TAC and TTC both unanimously recommended Board approval 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. All comments received are included in the **Supporting Information**.

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

Public Comment

From: SRTC April AIP Form <no-reply@website.srtc.org>

Sent: Wednesday, August 13, 2025 11:07 AM

To: Contact SRTC <contact.srtc@srtc.org>

Subject: Comment about TIP Project

First & Last Name: Andrew Anderson

Email: icepickwillei@gmail.com

Phone: 509-768-0982

Comment: The project for Thorpe and Craig roads to add a roundabout is really unnecessary. The only reason that there are two stop signs is because of Fairchild's base entry/exit point on Thorpe road. This could easily be changed to a arterial and move the stop signs to Thorpe road and off of Craig. I do understand there is a large industrial train yard in that area. The only problem is there is a good 10 to 15 years before that will be fully up and running. Truck traffic is minimal and a roundabout will just slow down the entire traffic flow on that area especially as more trucks are using those roads that aren't rated for that weight start to build as the rail

yard gets more businesses operating in it. What you should be concerned about with these roads is that they are very uneven, have only had minimal work done to them, there is absolutely zero shoulder to Craig road, and only has heavy traffic for about an hour a day. I hate to be the one to break the news, but a roundabout isn't always a solution. As WSDOT stated about the 3 roundabouts at the Medical Lake/I-90 interchange once they were installed, that they would not meet the requirements with increased traffic flow from the Amazon facility. So spending over 2 million dollars for two roundabouts in that area seems like a massive waste of tax payer funding when you can't assess the increase with the rail yard on Graig road. I believe this project should be pushed back minimum of 5 years to address the increased traffic in the area and improve the road surface and shoulders of the roads. Maybe even use that 2 million you have to work on those things. Or you know, the maybe 5500 you would spend to move two stop signs and add two arterial signs to change the traffic flow and save millions of tax payer money for road repairs not so called improvements. The west plains area residents are tired of adding roundabouts. I think if you did a poll in the Airway Heights, Medical Lake, and Cheney areas you would find that the residents of these areas do not want to see more roundabouts. Last thing Thorpe and Craig need is a roundabout and the first thing they need is road maintenance, specifically from SR902 to Thorpe Rd. Thank you for your time.

From: Savannah Creasey
Sent: Wednesday, August 13, 2025 3:59 PM
To: 'icepickwillei@gmail.com' <icepickwillei@gmail.com>
Subject: FW: Comment about TIP Project

Hello Andrew,
Thank you for taking the time to make a public comment to the Spokane Regional Transportation Council (SRTC). Your comment will be shared with the SRTC Board of Directors in their September meeting as they make a decision on the proposed TIP Amendment. To provide you with more information on why these engineering decisions were made, I am forwarding your comment to the planning staff at Spokane County and asking them to follow up with more information. If you do not hear back from them in a timely manner, or if you have any other questions or comments I can help with, please do not hesitate to reach back out.

Sincerely,



From: Greene, Barry <BGreene@spokanecounty.org>
Sent: Tuesday, August 19, 2025 9:38 AM
To: icepickwillei@gmail.com
Cc: Savannah Creasey; Hayes, Jami; Colyar, Brandi J.
Subject: RE: Comment about TIP Project

Andrew, thanks for the inquiry regarding Spokane County's project.

Spokane County is planning on improving Criag Road as a complete corridor project. This is a multi-phased project to be constructed over many years. The project limits are from Interstate 90 – SR 904 / Four Lakes interchange to US 2 in Airway Heights.

The project will reconstruct the road segments that are substandard to carry anticipated increases in freight traffic, add update the road segments, including adding shoulders, to be compliant with current Spokane County Road Standards, improve intersections where warranted, and proposes a new connection to Interstate 90 at the SR 904 / Four lakes interchange.

Regarding the roundabout at Craig/Thorpe intersection, the plan is to eliminate the stop signs at the Craig/Thorpe intersections. This will be accomplished by realigning Craig Road to the east and installing a roundabout at Craig/Thorpe. We fully recognize this roundabout may feel unnecessary at this time, but the roundabout is proposed because Fairchild Airforce base is planning to open a secondary access gat on Thorpe Road to improved base operations and reduce traffic on US 2. The roundabout will improve safety from the expected substantial increase in traffic on both Craig Road and Thorpe Road caused by the additional access gate.

Much of the overall corridor is unfunded at this time, however funding has been obtained to realign the offset intersection at Craig Road and Thorpe Road and to construct the roundabout. Both of these fully funded projects will be constructed in coordination with Fairchild Air Force Base opening their secondary access gate on Thorpe Road.

Thanks
Barry Greene, P.E.
Transportation Engineer
Spokane County
Public Works
(509) 477-7444
bgreene@spokanecounty.or



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-18

ADOPTING THE SEPTEMBER 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 September 2025 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: 09/11/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Council Member Rod Higgins
City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: WA State Department of Retirement Services – Deferred Compensation Program

Requested Action:

Approve Resolution R-25-19 to adopt the WA State Department of Retirement Services Deferred Compensation Program (DCP).

Key Points:

- As the governing body of SRTC, the Board is responsible for establishing agency policy and direction.
- SRTC currently participates in the Washington State Department of Retirement Systems (DRS) for employee retirement benefits.
- Background: The Washington State DRS offers a Deferred Compensation Program (DCP), a voluntary 457(b) savings plan that allows employees to set aside pre-tax or Roth (after-tax) contributions, supplementing standard retirement benefits.
- The Board has approved participation in the DRS Deferred Compensation Program (DCP), making it available to SRTC staff.
- This action provides staff with additional, tax-advantaged retirement planning and investment options beyond standard DRS benefits.

Board/Committee Discussions:

This item was introduced at the July Board meeting on 07/10/2025.

Public Involvement:

None to date.

Staff Contact: Greg Griffin | ggriffin@srtc.org | 509.343.6370



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-19

WA STATE DEPARTMENT OF RETIREMENT SERVICES – DEFERRED COMPENSATION PROGRAM

WHEREAS, the Spokane Regional Transportation Council Board (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

WHEREAS, the SRTC Board is the governing body of SRTC and is responsible for agency policy decisions; and

WHEREAS, the SRTC utilizes the WA Department of Retirement Services (DRS) for retirement benefits; and

NOW, THEREFORE, BE IT RESOLVED, the SRTC Board approves the request to utilize the Washington State Department of Retirement Systems (DRS) Deferred Compensation Program (DCP), providing staff with expanded access to additional retirement planning options.

ADOPTED: 09/11/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Rod Higgins
Council Member, City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: Procurement Manual

Requested Action:

Approve Resolution R-25-20 adopting the updated SRTC Procurement Manual.

Key Points:

You can find the draft Procurement Manual [here](#).

- Overall changes include:
 - Addition of General Introduction and Table of Contents
 - Addition of legal references, including the SRTC Interlocal Agreement, WSDOT Funding Agreement, and relevant state and federal procurement directives
 - Formatting and presentation of content for greater clarity
- Staff to present and seek approval on the following policy considerations:
 - **Section 4.3 – Authority to Contract**
 - Section 4.3.1 - Increase Executive Director authority to initiate procurements in approved budget and/or UPWP from current \$25,000 to proposed maximum of \$150,000.

- **Section 5.1 – Purchase Thresholds:**

Section	Current Amount	Proposed Amount	General Requirements
5.2.1	\$750 or less	\$3,000 or less	Reasonable research for price & quality
5.2.2	\$751 to \$5,000	\$3,001 to \$50,000	Solicit 3 written quotes/price sheets
5.2.3	\$5,001 to \$25,000	\$50,001 to \$100,000	Solicit 3 written quotes
5.3	\$100,001	And above	Utilize RFP (5.3.1)/RFQ (5.3.2)/IFB process (5.3.3)

- **Section 8 – Protest Procedures** – Review and discuss SRTC legal counsel edits and revisions of the Protest Procedures section.
- **Section 10 – Suspension and Debarment** – This section was modified to include that the SRTC Executive Director first consult with SRTC legal counsel before proceeding with the actions specified.

Board/Committee Discussions:

SRTC Procurement Manual update discussed at multiple SRTC Board Administrative Committee (BAC) meetings in 2024 and in 2025 on 5/16/25 and 6/20/25. This item was presented for review and discussion at the July 10, 2025 SRTC Board meeting.

Public Involvement:

None to date.



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-20

SRTC PROCUREMENT MANUAL - APPROVAL

WHEREAS, the Spokane Regional Transportation Council Board (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

WHEREAS, the SRTC Board is the governing body of SRTC and is responsible for agency policy decisions; and

WHEREAS, the SRTC staff have updated and revised the 2014 SRTC Procurement Manual; and

NOW, THEREFORE, BE IT RESOLVED, that the SRTC Board adopts the updated SRTC Procurement Manual.

ADOPTED: 09/11/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Rod Higgins
Council Member, City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: CY 2026 Budget and Indirect Cost Plan (ICP) – Draft

Requested Action:

None. For information and discussion.

Key Points:

- Every year, SRTC develops an annual budget that outlines anticipated revenues and expenditures for the upcoming calendar year (see draft budget summary provided in **Attachment 1**).
- The annual budget reflects revenues available to support SRTC activities along with the operating expenses and planned work activities for the year.
- At their 02/13/25 meeting, the SRTC Board approved the members of the 2025 Administrative Committee. One of the committee's duties is to review and recommend the draft budget for the upcoming calendar year to the Board.
- For CY 2026, total estimated revenues and expenditures are \$2,633,220. Details are included in the draft CY 2026 Budget [here](#).
- The CY 2026 ICP is based on the proposed budget. Any revisions made to the budget during the review process will be reflected in the final version of the ICP. Read the draft ICP document [here](#).
- The draft CY 2026 Budget and ICP are being presented for review and comment. The final versions will be presented to the SRTC Board for action on 10/09/25.

Board/Committee Discussions:

The Administrative Committee reviewed draft CY 2026 Budget draft and ICP documents on 05/16/25 and 06/20/25. This is the first time the documents have been presented to the Board.

Public Involvement:

All Board and committee meetings are open to the public.

Staff Contact: Greg Griffin, SRTC | ggriffin@srtc.org | 509.343.63
Eve McMenamy, SRTC | evemc@srtc.org | 509.343.6370

	CY 2025	CY 2026	\$ change	% change
REVENUES				
Consolidated Planning Grant (CPG) (FHWA PL/FTA5303)-FF26	1,144,002	1,137,122	(6,880)	-0.6%
CPG carried forward prior year	144,321	128,219	(16,102)	11.2%
STBG Planning Funds	500,000	500,000	-	0.0%
Designated Grant - FHWA - Safety Education Campaign	-	194,000	194,000	-
Designated Grant - STBG I-90 Study	-	160,000	160,000	-
RTPO (State Planning Funds)	144,651	144,651	-	0.0%
VMT (Vehicle Miles Travelled) Study Funds	95,000	-	(95,000)	-
Designated Grants (WA Dept Commerce - ETS)	1,300,000	-	(1,300,000)	-
Designated Local Funds carried forward	-	32,466	32,466	-
Local Member Contributions	280,192	281,762	1,570	06%
SRTC Cash Reserve (Contingency & Balance Bgt)	25,000	25,000	-	0.0%
Spokane County Treasury Interest	30,000	30,000	-	0.0%
TOTAL REVENUES	\$3,663,166	\$2,633,220	(1,029,946)	-28.1%
EXPENDITURES				
Personnel				
Salaries	1,194,875	1,204,839	9,964	0.8%
Accrued Vacation Payouts/Unemployment	15,000	15,000	-	0.0%
FICA	92,555	93,318	763	0.8%
WA State Retirement System	109,491	98,000	(11,491)	-10.5%
Insurance/Benefits	203,440	196,000	(7,440)	-3.7%
Total Personnel	\$1,615,361	\$1,607,156	(8,205)	-0.5%
Contractual and Professional Services				
Legal Services	25,000	25,000	-	0.0%
Consultant & Professional Services	5,800	10,000	4,200	72.4%
State Audit Charges	22,000	22,000	-	0.0%
Consultant Services & Strategic Plan	30,000	30,000	-	0.0%
Consultant Services & MTP Update/ Economic Analysis	222,500	50,000	(172,500)	-77.5%
Consultant Services & TIP Database	16,550	17,378	828	5.0%
Consultant Services & Safety Education Campaign	-	200,000	200,000	-
Consultant Services & Interstate-90 Study	-	200,000	200,000	-
Consultant Services & ITS Update	-	75,000	75,000	-
Consultant Services & Transportation Funding Study	-	58,000	58,000	-
Professional Services - ETS Grant Work	1,300,000	-	(1,300,000)	-100.0%
Consultant Services & VMT	95,000	-	(95,000)	-100.0%
Total Contractual and Professional Services	\$1,615,361	\$687,378	(1,029,472)	-60.0%
Materials and Services				
Publications	500	500	-	0.0%
Postage	400	400	-	0.0%
Operating Supplies	7,000	5,750	(1,250)	-17.9%
Minor Furniture/Equipment/Rebranding	5,150	4,000	(1,150)	-22.3%
Telephone	4,980	6,910	1,930	38.8%
Advertising	5,550	7,200	1,650	29.7%
Rent - Office Space	68,000	74,500	6,500	9.6%
Rent - Meeting Rooms	500	500	-	0.0%
Lease - Copier (and usage charges)	2,670	2,670	-	0.0%
Property and Liability Insurance	22,000	22,000	2,000	9.1%
Printing	8,000	4,000	(4,000)	-50.0%
Interfund Charges County Treasurer (Fees)	5,110	5,110	-	0.0%
Total Materials and Services	\$129,860	\$135,540	5,680	4.4%
Travel, Training, and Staff Development				
Milage & Parking	2,400	2,700	300	12.5%
Travel/Training (Staff)	42,700	42,700	-	0.0%
Annual Summit/Guest Speakers	5,000	5,000	-	0.0%
Board/Staff Retreats, Facilitators, Refreshment	3,700	3,700	-	0.0%
Dues, Subscriptions, and Memberships	10,125	11,350	1,225	12.1%
Total Travel, Training, and Staff Development	\$63,925	\$65,450	1,525	2.4%
IT Operations				
IT Professional Services	36,300	36,300	-	0.0%
Software	44,020	44,020	-	0.0%
Hardware - New, Replacement, Repairs & Maintenance	18,500	18,500	-	0.0%
Online Services	13,350	13,875	525	3.9%
Total IT Operations	112,170	112,695	-	0.5%
Contingency	25,000	25,000	-	0.0%
TOTAL EXPENDITURES	\$3,663,166	\$2,633,220	(1,029,946)	-28.1%



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: Executive Director Evaluation Process/Input

Requested Action:

None. For information and discussion.

Key Points:

- The SRTC Board operates pursuant to an Interlocal Agreement (ILA) of the member parties that, among other responsibilities, authorizes the board to retain an Executive Director, determine the duties and authority of that position and to fix the salary and other associated compensation.
- The SRTC Executive Director Employment Agreement includes a provision that states the review and evaluation shall be in accordance with criteria developed by the Board and reviewed by the Employee and shall provide an adequate opportunity for the Employee to discuss the evaluation.
- Resolution R-22-19 established an Administrative Committee as a standing committee of the SRTC Board. Among the duties of the Administrative Committee is the responsibility to annually complete a performance appraisal of the Executive Director and recommend a compensation adjustment as deemed appropriate.
- Resolution R-23-28 established an evaluation process to guide this process on an annual basis. A copy of this resolution is **Attached**.
- The SRTC Administrative Committee is scheduled to meet on 9/26/2025 to begin the annual review of the Executive Director for Calendar Year 2025. Members of the Board may provide input to this process by contacting SRTC legal counsel, Megan Clark or by providing comments to SRTC Administrative Services Manager, Greg Griffin.

Staff Contact: Greg Griffin, SRTC | ggriffin@srtc.org | 509.343.6370

RESOLUTION
of the BOARD OF DIRECTORS
of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-23-28 SRTC
**ESTABLISHING AN EVALUATION PROCESS FOR THE
EXECUTIVE DIRECTOR**

WHEREAS, the Spokane Regional Transportation Council Board ("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

WHEREAS, the SRTC Board operates pursuant to an Interlocal Agreement of the member parties that, among other responsibilities, establishes the powers and duties of the SRTC Board of Directors authorizes the Board to retain an Executive Director, determine the duties and authority of that position and fix the salaries, wages and other associated compensation; and

WHEREAS, the Interlocal Agreement identifies the establishment of an Administrative Committee as a standing committee of the SRTC Board; and

WHEREAS, Resolution R-22-19 SRTC establishes an Administrative Committee as a subset of the SRTC Board with a duty to complete a performance appraisal of the Executive Director on an annual basis, and make a recommendation of compensation adjustment; and

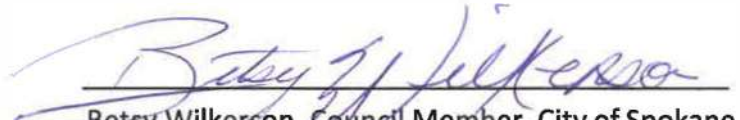
WHEREAS, the SRTC Executive Director Employment Agreement includes a provision that states the review and evaluation shall be in accordance with criteria developed by the Board and reviewed by the Employee and shall provide an adequate opportunity for the Employee to discuss the evaluation.

NOW, THEREFORE BE IT RESOLVED, that SRTC Board is establishing an annual evaluation process pursuant to the requirements authority set forth above and as outlined below:

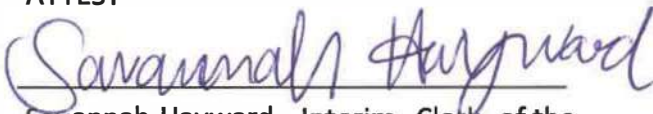
1. The **SRTC Chair** will inform the Board of Directors that the annual evaluation process is beginning (September/October). The Administrative Services Manager will provide all board members with a brief feedback tool (optional) to submit input to the Administrative Committee for consideration in completing the evaluation.
2. The **Executive Director** will provide Administrative Committee members with a report of:
 - Deliverables established in the UPWP
 - Financial activities for the organization
 - Current status/update of Executive Director Calendar Year Work Plan
 - Noteworthy items/accomplishments

3. The SRTC **Administrative Committee** will utilize the materials provided along with the position description and an evaluation tool to complete an evaluation of performance by the Executive Director (October/November).
4. The **Chair/Administrative Committee** will review the evaluation with the Executive Director and provide feedback/direction to be used in the development of a Work Plan for the upcoming calendar year (October/November).
5. During Executive Session of the SRTC Board of Directors meeting, the **Chair/Administrative Committee** will present the evaluation results and provide a recommendation of the performance of the Executive Director (November/December). The evaluation will be used in consideration of the merit portion of a salary increase for the Executive Director (a cost of living increase for staff is set during the budget process).

PASSED and APPROVED on the 12th Day of October, 2023 by the Spokane Regional Transportation Council Board of Directors.


Betsy Wilkerson, Council Member, City of Spokane
Chair, SRTC Board of Directors

ATTEST


Savannah Hayward, Interim Clerk of the
Board



To: SRTC Board of Directors
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 four 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 is available on the [SRTC website](#) and a link was distributed to the Board, committee members, and other interested parties.

Board/Committee Discussions:

This is the first discussion of the draft 2026-2029 TIP for the Board. The TAC and TTC were briefed at their 08/27/25 meetings.

Public Involvement:

A 30-day public comment period is underway from 09/02/25 until 10/02/25 for the draft 2026-2029 TIP. A public meeting will be held on 09/23/25 from 4:30 pm to 5:30 pm at the SRTC office (Riverside Room) and on Zoom. Also, all SRTC Board and Committee meetings are open to the public.

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



To: SRTC Board of Directors
From: Eve McMenamy, Deputy Executive Director
David Fletcher, Principal Transportation Planner
Topic: CY 2026 Unified List (State Version) – Draft

Requested Action:

None. For information and discussion.

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. The Unified List is updated annually.
- The document package includes both legislative priority statements and regional project priorities. Draft statements are provided [here](#) for review and comment.
 - The recent 2025 Washington Traffic Safety Commission (WTSC)-Safety Summit included a discussion on lowering the blood alcohol concentration limit to address fatal crashes. The WTSC fact sheet & FAQ can be found in **Attachment One** and is included for discussion.
- 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.
- In total, agencies submitted five new projects for potential inclusion in the 2026 Unified List. This adjustment is intended to align with the Horizon 2050 update currently underway.

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 and 08/27/2025 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 project priorities at their 08/27/2025 meetings and recommended them for Board approval.

Public Involvement:

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

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



Agency Request Bill

SB 5067: Reducing the
Per Se BAC Limit to 0.05

Driving Under the Influence: Blood Alcohol Concentration (BAC) and Crash Risk

809 people in Washington died in traffic crashes in 2023 – the highest number since 1990. Among them, *410 fatalities involved a driver impaired by alcohol or other drugs*. More than 60% of impaired drivers involved in a fatal crash had alcohol in their systems.

0.05 BAC supports Washington’s culture of safe, sober driving, and it reminds people that it is unsafe to drive while impaired by alcohol. Having a law based upon science encourages people to plan alternatives, such as a sober driver, taxi, rideshare, or bus.

Norway adopted a 0.05 BAC limit in 1936. Today, more than 82% of the world’s population lives in countries with a BAC limit of 0.05 or lower. Many of these countries have fewer traffic fatalities per capita and typically have far fewer that involve alcohol.

Lowering the level from 0.08 to 0.05 reduces traffic deaths by an average of 11% annually. Researchers have *not* found that a 0.05 BAC limit increases arrests or reduces alcohol consumption. Many countries with lower limits consume more alcohol per capita than the U.S.

A driver with a blood alcohol concentration of 0.05 percent is more than twice as likely to be involved in a crash compared to a sober driver according to research from the National Highway Traffic Safety Administration (NHTSA, 2016). At 0.07, the risk is more than triple. At 0.08, the risk of a crash is nearly four times compared to a sober driver.

A person is too impaired to drive safely at 0.05. Alcohol impacts people physically and mentally. This includes impaired judgment, reduced coordination, reduced ability to track moving objects, difficulty steering a vehicle, and reduced responsiveness to emergency driving situations.

Lowering the *per se* blood alcohol concentration (BAC) limit for DUI to 0.05 reflects the point at which people are too impaired to drive. The current limit of 0.08 is well beyond this point.



Contact: Mark McKechnie, Dir. of External Relations

FAQs: Proposed 0.05 BAC Limit for DUI (SB 5067)

Liability: Will the BAC limit change impact Washington server liability?

A: No. The Washington Supreme Court and Court of Appeals have been very clear in multiple opinions across multiple decades. The Supreme Court of Washington, En Banc, wrote in *Barrett v. Lucky Seven Saloon Inc* (2004): “both this court and the Court of Appeals have consistently reiterated **liability attaches only when service is to an ‘obviously intoxicated’ person.**”ⁱ The legal standard for server liability is independent from the per se limit for driving. Section 12 of SB 5067 maintains current legal standards for server liability.

Training: Aren’t servers trained to recognize when someone is at 0.08 but not 0.05?

A: No. RCW 66.44.200(1) prohibits the sale of alcohol to “any person apparently under the influence of liquor.” Licensed servers are trained to recognize the visible signs of intoxication, which are not the same as a person’s BAC level. The standard training describes these signs: slurred speech; dropping or fumbling with items; swaying or staggering while walking; spilling drinks; inability to focus; bumping into people, becoming overly friendly, loud or aggressive; or relaxed inhibitions.ⁱⁱ

Arrests: If we lower the BAC, won’t more people be arrested? Maybe even people who aren’t impaired?

A: No and No. Whether or not a person is stopped initially on a suspicion of DUI or for another infraction, law enforcement must determine probable cause that the person is operating a motor vehicle under the influence of drugs or alcohol.

Research-based signs of impairment while driving: Problems in maintaining proper lane position; Speed and braking problems; Vigilance problems; and/or Judgment problems.

Indications of impairment after the stop: Bloodshot eyes, soiled clothing, fumbling, alcohol containers, drugs or drug paraphernalia, bruises, scratches, unusual actions, slurred speech, admission of drinking, inconsistent responses, unusual statements, abusive language, smell of alcoholic beverages, cannabis, odors intended to cover up those smellsⁱⁱⁱ

Based upon these initial signs, the officer who suspects impairment would conduct a (voluntary) standardized Field Sobriety Test (SFST): 1) Horizontal Gaze Nystagmus; 2) Walk and Turn; and 3) One leg stand.^{iv}

Based upon the totality of evidence observed from the investigation, an officer would make an arrest decision. *If the decision is to arrest, only then do they conduct the preliminary breath test to determine the driver’s BAC level.*

Utah did not see arrests increase after adopting the 0.05 BAC *per se* limit.^v

One state: Isn't Utah the only place with a 0.05 limit?

A: No. Approximately 75% of countries, home to more than 6 billion people, have established BAC limits of 0.05 or lower, beginning in 1936. North America is an outlier with 0.08 BAC limits. Washington is missing out on the benefits of 0.05, which include prevention and deterrence.

Effectiveness: Didn't Utah see improvements for only one year?

A: No. The 0.05 BAC law went into effect 14.5 months prior to the COVID pandemic. In 2019, Utah saw a 19% decrease in traffic fatalities. Virtually all states saw significant increases in impaired driving and fatal crashes during the pandemic. Utah was no exception. By 2023, however, Utah's fatalities declined again.

*In 2023, Washington's rate of alcohol-impaired driving fatalities was **three times the rate of Utah's**. (Based upon fatalities per 100M miles travelled and fatalities involving drivers with a BAC of 0.05 or higher)^{vi}*

0.05 BAC laws have reduced fatalities an average of 11% across many countries and decades.^{vii}

Hospitality: Won't the industry suffer?

A: No. No studies we've reviewed have shown that alcohol sales decreased after 0.05 laws are adopted, including in Utah. In Washington, the same argument was made about the change from 0.10 to 0.08 in 1999.

What happened then? Gross liquor sales increased 51% between 1996-2024. Non-retail licensees (producers and distributors) increased 49% in the five years after Washington adopted 0.08. Retail licenses (bars, restaurants and grocery stores) increased 8.3% overall.^{viii}

Small problem: Isn't the real problem other drugs, not alcohol?

A: No. 268 people died in crashes involving drivers with BAC levels between 0.01 and 0.079 (2014-2023). Another 203 people died in crashes involving drivers just above the current limit (0.08-0.119).

Overall, 31% of all Washington traffic fatalities involved *drivers impaired by alcohol*, representing 65% in impairment-related fatalities since 1994.

ⁱ BARRETT v. LUCKY SEVEN SALOON INC (2004). See also FAUST v. 10 ABC 10 (2009), and WALLACE v. PECK (2021)

ⁱⁱ Washington Liquor and Cannabis Board (LCB)

ⁱⁱⁱ NHTSA (2010). [The Visual Detection of DUI Motorists](#)

^{iv} NHTSA (2023). DWI Detection and Standardized Field Sobriety Testing.

^v Utah Department of Public Safety (2025). Report on Utah's 0.05 BAC Law.

^{vi} Utah Department of Public Safety (2025). Report on Utah's 0.05 BAC Law. And Washington Traffic Safety Commission's Fatality Analysis Reporting System (FARS) 2023 final fatality data.

^{vii} Fell and Scherer (2017). Estimation of the Potential Effectiveness of Lowering the Blood Alcohol Concentration (BAC) Limit for Driving from .08 to .05 grams per deciliter in the United States

^{viii} Washington Liquor Control Board Annual Report, 2004.



To: SRTC Board of Directors
From: Jason Lien, Principal Transportation Planner
Topic: Horizon 2050 – 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 the SRTC Board and committees and as well as other stakeholders.
- Public release of the Horizon 2050 Draft is scheduled for October. This is one month later than previously noted in the schedule and puts us on track for December Board adoption. SRTC committees and Board will be provided the full draft for review at their respective September and October meetings. There will be a 30-day comment period once the draft is formally released after the 10/9 Board meeting.
- The plan identifies transportation needs and recommends projects, policies, and strategies that support regional goals as embodied in SRTC's Guiding Principles. Regular updates to the MTP make the region eligible for federal funding and provide guideposts for transportation investments.
- The **Attachment** shows implementation strategies from the draft plan. These are carried over from Horizon 2045, with some adjustments based on findings from the Horizon 2050 update process.

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 Implementation Strategies

Per federal regulations the MTP must include both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system. The system must facilitate the safe and efficient movement of people and goods in consideration of current and future transportation demand.¹ Horizon 2050 strategies are the outcome of other planning processes that were evaluated, the Horizon 2050 Needs Assessment, interaction with the SRTC Board and member jurisdictions, and extensive public outreach that has been continuous throughout the development of this plan. The strategies flow directly from the SRTC Guiding Principles, described in Chapter 1, and reflect steps to implement priorities identified in Horizon 2050.

Strategy 1: Prioritize Transportation Preservation, Maintenance & Operations

To maintain a high-functioning road and bridge network in a state of good repair, the highest priority is addressing the backlog of deferred maintenance and preservation activities. Preserving pavement at adequate intervals can maintain pavement condition at minimal life-cycle cost versus delaying preservation until major repairs or reconstruction is needed. Many bridges are in fair condition and action is needed to ensure conditions do not deteriorate further. Maintenance and preservation of roads and bridges is a key recommendation in the Resiliency Plan to protect the integrity of the existing transportation network. This strategy is also identified in the Smart Mobility Plan as a foundational element for new and emerging vehicle technologies—clear striping and consistent surface condition optimizes optical driver-assist systems and, in the long run, autonomous technologies. Moreover, maintaining the existing system is the highest rated priority indicated through SRTC public outreach activities. SRTC will implement Strategy 1 by:

- Monitoring and progressing toward pavement condition performance management targets
- Monitoring and progressing toward bridge condition performance management targets
- Setting aside funds and conducting ongoing preservation-focused calls for projects
- Prioritizing maintenance and operations activities that result in a year-round transportation system for all users (e.g. bike lane sweeping)
- Coordinating with WSDOT in developing the Transportation Asset Management Plan
- Maintaining a resilient street network: allocate \$4.2 billion for preservation, \$1.2 billion for maintenance and operations of the regional street network, and over \$700 million investment target for the Bridge program
- Programming more than \$6 billion for the operations and maintenance of the regional public transportation system
- Conducting a transportation funding study to identify additional revenues to close the system needs backlog

Strategy 2: Improve Safety & Security

The transportation investments in Horizon 2050 will support and enhance the safety and security of the regional network and traveling public. Safety is a common concern expressed in SRTC's public outreach, and safety improvements should be targeted in transportation corridors where identified deficiencies exist, including higher rates of vehicular collisions as well as bicycle and pedestrian involved collisions. Security is a regional priority, especially in relation to the vital transportation facilities involved in the high-volume movement of people and freight: the NHS, bridges, transit facilities, SIA, Fairchild Air Force Base, and intermodal hubs. SRTC will implement Strategy 2 by:

- Prioritizing projects and programs that address safety deficiencies identified in the Regional Safety Action Plan
- Enhancing the security of the regional transportation network through scoring criteria in funding applications
- Supporting education and enforcement programs to address speeding, impairment, and driver behavior
- Implementing strategies from the Resiliency Plan that harden infrastructure to key destinations and enhance system redundancy

¹ 23 CFR § 450.324(b)

- Monitoring data and reporting progress toward safety performance management targets
- Funding nearly \$150 million in the Safety & Security program

Strategy 3: Support Transportation Systems Management & Operations

Horizon 2050 emphasizes least-cost planning strategies, and TSMO places a priority on achieving the greatest efficiencies within the transportation system. Through technology, data analytics, traveler information, and lower-level capital improvement projects, TSMO optimizes the capacity of existing infrastructure and helps accommodate growing demand. This includes investments in ITS, signal coordination, intersection upgrades, communication networks, and incident response. The Smart Mobility Plan highlights the importance of building ITS capacity through actions prescribed in the ITS Architecture Plan. TSMO projects can provide support for new vehicle technologies and needed infrastructure for cleaner alternative fuels. As described in this document, TDM is another component of TSMO and is a program of projects, programs and services aimed at reducing demand on the street network. SRTC will implement Strategy 3 by:

- Encouraging and funding programs that develop and deploy TDM approaches within Spokane County
- Implementing the ITS Architecture Plan and updating the plan during SRTC's 2025-2027 work cycle
- Monitoring progress in system performance related to congestion and travel time reliability
- Coordinating with member agencies and utility providers to provide electric charging infrastructure that meets demand
- Allocating \$11 million to the TDM program
- Allocating \$240 million to the TSMO program

Strategy 4: Identify and Support Cost-Effective Transportation Solutions

This plan supports stewardship of public resources through prioritization, obligation and implementation of funds. Horizon 2050 also encourages the use of innovative techniques for cost-efficient engineering and construction of transportation projects using high-quality, long-lasting materials to make sure the most value is gained from finite transportation revenues. SRTC's Congestion Management Process includes lower-cost solutions to control peak-hour congestion along our busiest corridors. SRTC will implement Strategy 4 by:

- Facilitating regional study and planning processes to address transportation needs and identify the most viable solutions
- Investing in operational efficiencies on our roadways prior to the need for more costly lane expansion
- Including scoring criteria for innovative approaches to cost-effective design and construction in calls for projects
- Implementing strategies identified in the CMP
- Scoping, developing, and funding programs and projects that are scalable and maximize benefits at the regional level
- Providing technical assistance in the regional TIP so projects are delivered on time and in compliance with federal obligation targets

Strategy 5: Invest in Public Transit

Public transportation plays an important role in the economic vitality and quality of life of our region. It helps preserve capacity on the regional road network and has delivered a strong record of safety. Efforts to expand ridership are reflected in Transit-Oriented Development planning along High Performance Transit corridors. An aging population is also indicative of the need for a seamless public transit system. Public transit serves a needed role in rural areas as well, including surrounding small towns and tribal reservations and trust lands. SRTC will implement Strategy 5 by:

- Supporting implementation of the Regional Transit Priority Network and complementary transit infrastructure
- Coordinating with STA on cost-effective first- and last-mile connections such as bicycle facilities or other mobility services
- Maintaining the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) to ensure transit gaps are highlighted
- Pursuing additional funding for tribal, small town and rural connector service needs as identified through the CPT-HSTP
- Allocating more than \$6 billion for the operations and maintenance of the regional public transportation system

- Funding over \$400 million in Regionally Significant capital investments for transit
- Targeting \$380 million for additional public transportation services, transit vehicles, transit centers, and other capital investments

Strategy 6: Provide Multimodal Options

Everyone, regardless of age or ability, ought to have safe, comfortable, and convenient access to activity centers and community destinations—whether walking, bicycling, driving, or taking public transportation. Horizon 2050 promotes policies and practices that ensure streets are safe for all people while providing healthy options that benefit our air and water quality. SRTC will implement Strategy 6 by:

- Prioritizing roadway projects that include multimodal elements
- Maintaining and filling gaps in the regional multi-use trail network
- Requiring Safe and Complete Streets Checklists are completed in accordance with the SRTC Complete Streets Policy
- Prioritizing investments in regional priority networks, particularly the Regional Transit and Bike Priority Networks
- Monitoring bicycle and pedestrian usage data and trends
- Pursuing collaboration opportunities with public health partners for projects with complimentary benefits such as Safe Routes to School
- Targeting funding at over \$290 million in the Active Transportation program

Strategy 7: Promote Regional Leadership

Horizon 2050 is the basis for SRTC to fulfill its regional coordination and leadership role. Regional coordination is useful for early identification of transportation issues that require cross-jurisdictional cooperation and solutions. SRTC will provide a forum for regional discussions and take the lead in bringing educational opportunities and best practices information to its stakeholders. SRTC will implement Strategy 7 by:

- Conducting an annual Transportation Summit, bringing in transportation experts to speak on important trends
- Completing the Unified List of Regional Transportation Priorities on an annual basis
- Bringing critical transportation planning processes through the SRTC committees and Board for discussion, guidance, and action
- Coordinating policy priorities with our state and federal delegations
- Leading land use and/or transportation studies in partnership with state and local stakeholders, focusing on economic, transportation, technology, and urban planning issues and solutions



To: SRTC Board of Directors
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: Transportation Advisory Committee (TAC) Considerations for 2026

Requested Action:

None. For information and discussion.

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 as a Standing Committee of the SRTC Board.
- Bylaws developed through the TAC and Board set membership at 14 slots.
- Additionally, the bylaws established appointments for a two-year term, which is currently set to expire at the end of 2025.
- 11 of the 14 TAC seats are currently filled, and several vacancies have been filled in the past several years.
- SRTC staff led the TAC through a general discussion at their August meeting about the committee and what improvements could be made, looking forward to 2026.
- The following suggestions were discussed and supported by committee members:
 - Expanding the committee to 16 members, 14 permanent and 2 alternate members
 - Outreach to the following groups about TAC membership
 - College students
 - Community groups
 - Community Assembly
 - City of Spokane Transportation Commission
- Any of the above changes would require a change to the [TAC Bylaws](#).

Board/Committee Discussions:

This is the first discussion on this topic with the Board. The TAC discussed this topic at their August meeting.

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: 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 Public Events & Activities

- Staff participated in the Unity in the Community event on 8/16/2025
- SRTC staff coordinated with member agencies to host a tour of Unified List Priority Projects for Senator Murray's DC staff during a recent visit to Spokane (8/18 & 8/19/2025).

Transportation Funding – Awards & Opportunities

- Highway Safety Improvement Program (HSIP) federal funding was awarded to:
 - Spokane County: \$1,281,000 for Hayford Road, Trails Road, Government Way, Forker Road 2025
 - Spokane County: \$1,235,000 for Day Mt Spokane Guardrail - Bruce Rd to Greenbluff Rd
 - Spokane County: \$500,000 for Harvard Road Intersection Improvement
- National Highway System (NHS) Asset Management federal funding was awarded to:
 - City of Spokane \$5.9m for Ash & Maple St (NW Blvd to Maple St Bridge)
 - City of Spokane \$4.4m for Sprague Ave. (Stone to Freya) & 29th Ave (High Dr. to Grand)
 - Spokane County \$2.3m Country Holmes SB (Wall to Division/Wall St intersection)
 - Spokane Valley \$3.5m E Broadway (Havana to Fancher)
 - Spokane Valley \$2.3m N 32nd Ave (Pines to SR 27)
- Pedestrian & Bicycle Safety program state funding was awarded to:
 - Spokane Valley: \$285,000 for Arterial Crossings at Mansfield-Appleway PBP
 - Spokane Valley: \$1,665,000 for Barker Rd. Roundabout at 8th Ave. PBP
 - Spokane Valley: \$1,192,000 for Arterial Schools Crossings SRTS

Program	Close Date	Available Funding	Agency
Reconnecting Communities	9/19/2025	\$10 million	WSDOT
Rural and Tribal Assistance Pilot Program	Opens 9/8/2025	\$50 million	USDOT
Connecting Housing to Infrastructure Program	9/26/2025	\$55 million	WA Commerce

**REGION 10**

SEATTLE, WA 98101

August 25, 2025

Ryan Stewart
Principle Transportation Planner
Spokane Regional Transportation Council (SRTC)
421 W Riverside, Suite 500
Spokane, Washington 99201

Re: End of Transportation Conformity Requirements Following 20 years of Maintenance for the Spokane CO and PM10 Maintenance Areas

Dear Ryan Stewart:

Our records indicate that the Spokane area has reached the end of the 20-year maintenance period for the PM10 and carbon monoxide National Ambient Air Quality Standard and has maintained healthy levels of PM10 and CO in the Spokane area for more than 20 years. Congratulations on reaching this milestone. The purpose of this letter is to provide information regarding transportation conformity requirements for the area following achievement of this milestone.

The Clean Air Act requires that states submit a maintenance plan to the EPA that demonstrates maintenance of the applicable NAAQS for 10 years after redesignation. See CAA section 175A(a). In addition, after eight years into this first 10-year maintenance period, a second 10-year maintenance plan is to be submitted to the EPA that demonstrates continued maintenance for a second 10-year period. See CAA section 175A(b).

As provided in CAA section 176(c) and 40 CFR part 93, once a total of 20 years of maintenance has been achieved, the requirements for a transportation conformity determination no longer apply to the maintenance area unless the applicable implementation plan specifies otherwise. See 40 CFR 93.102(b)(4).

Additional information regarding the end of 20 years of maintenance is included in our Office of Transportation and Air Quality's guidance document titled "Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period; EPA-420-B-14-093, October 2014." available at <http://nepis.epa.gov/Exe/ZyPDF.cgi/P100KPP0.PDF?Dockey=P100KPP0.PDF>.

Regarding the Spokane CO maintenance area, the EPA approved the first 10-year maintenance plan on June 29, 2005 (70 FR 37269) with an effective date of August 29, 2005. The EPA approved the second 10-year maintenance plan on July 14, 2016 (81 FR 45417) with an effective date of August 15, 2016. The Spokane CO maintenance period spanned from August 29, 2005, through August 29, 2025.

Regarding the Spokane PM10 maintenance area, the EPA approved the first maintenance plan on July 1, 2005 (70 FR 38029) with an effective date of August 30, 2005. The EPA approved the second 10-year maintenance plan on April 12, 2016 (81 FR 21470) with an effective date of May 12, 2016. The Spokane PM10 maintenance period spanned from August 30, 2005 through August 30, 2025.

Therefore, as of August 30, 2025, Spokane Regional Transportation Council is no longer required to address the transportation conformity requirements of 40 CFR part 93 for the Spokane CO and PM10 areas.

Finally, we note that the other provisions of the maintenance plans continue to remain in effect and the state must comply with all measures and requirements contained in the plan until the state submits, and the EPA approves, a revision to the State Implementation Plan consistent with the anti-backsliding requirements of CAA section 110(l) and CAA section 193, if applicable. Furthermore, the maintenance requirement in CAA section 110(a)(1) remains in place for all areas, including attainment areas.

If there are any questions regarding transportation conformity or the Spokane CO and PM10 maintenance plans, please have your staff contact Tess Bloom, of my staff, at (206) 553-6362 or bloom.tess@epa.gov.

Sincerely,

**ANGELES
HERRERA**
Angeles Herrera
Director
Air and Radiation Division

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ANGELES HERRERA
Date: 2025.08.25
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cc: Ms. Kelley Dolan
Federal Highway Administration

Mr. Matthew Pahs
Federal Highway Administration

Ms. Danielle Casey
Federal Transit Administration

Ms. Anya Caudill
Washington Ecology

Ms. Anna Ragaza-Bourassa
Washington Department of Transportation

Ms. Kate Tollefson
Washington Department of Transportation



Transportation Technical Committee

ACTION ITEMS

CONSENT AGENDA

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

Mr. Weathers motioned to approve the Consent Agenda as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.

CY 2026 UNIFIED LIST – STATE VERSION

Mr. Fletcher requested TTC's recommendation for Board approval of the 2026 Unified List (state version), which includes 26 regional projects totaling nearly \$1 billion, with \$285.4 million requested in state funding. He noted the expedited process tied to Horizon 2050, project updates, and key category changes, including the addition of STA's Clean Energy Campus Phase 1.

Mr. Weathers motioned to recommend the approval of the CY 2026 Unified List – State Version as presented. Ms. Hayes seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM – DRAFT

Mr. Stewart presented the draft 2026–2029 TIP, a fiscally constrained four-year program of 73 federally funded or regionally significant projects totaling \$884 million, including 14 new additions. He summarized key requirements, major investments such as the North Spokane Corridor, and noted the upcoming public comment period from September 2 to October 2 with a hybrid public meeting on September 23.

TRANSPORTATION ASSET MANAGEMENT PLAN LOCAL NHS DATA UPDATE

Mr. Redlinger introduced WSDOT's request for local NHS data, and Matt Versdahl explained that jurisdictions are asked to provide 10-year projections for pavement and bridge preservation and maintenance. The information will be aggregated statewide to support the Transportation Asset Management Plan, identify funding gaps, and is due in November to meet the June 2026 federal certification deadline.

HORIZON 2050 DRAFT STATUS UPDATE

Mr. Lien provided an update on Horizon 2050, noting the draft release has been delayed to October, with committee recommendation in November and board action in December. He highlighted major themes, anticipated revenues of \$15.6 billion, funding allocations, and ongoing public outreach, including community events and upcoming opportunities for comment once the draft is released.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Fletcher announced SRTC's third annual Regional Transportation Summit on October 7, focused on the Horizon 2050 update and featuring a fireside chat with local leaders. Mr. Stewart reported that the EPA has determined the region is no longer subject to federal transportation conformity requirements for pollutants, marking a major air quality milestone, and confirmed that CMAQ funding will continue. Ms. McMenamy noted recent congressional staff project tours, with discussion of making such visits an annual practice.



Transportation Advisory Committee

ACTION ITEMS

CONSENT AGENDA

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

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

CY 2026 UNIFIED LIST - STATE VERSION

Mr. Fletcher requested TAC's recommendation for Board approval of the 2026 Unified List (state version), which communicates regional transportation priorities to legislators. The list includes 26 projects, reflecting one new project (STA's Clean Energy Campus Phase 1), several updates and resubmissions, and category changes across initiation, development, and implementation.

Ms. Winkler motioned to recommend the approval of the CY 2026 Unified List – State Version as presented. Mr. Eash seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM - DRAFT

Mr. Stewart presented the draft 2026–2029 TIP, programming approximately \$884 million across 73 regionally significant projects, including 14 new additions, and noted he will return next month to seek TAC recommendation for Board approval. He highlighted key project categories, funding priorities, and the upcoming 30-day public comment period starting September 2, including a hybrid public meeting on September 23.

TRANSPORTATION ADVISORY COMMITTEE (TAC) FEEDBACK FOR 2026

Mr. Kloskey discussed TAC membership and proposed expanding the committee from 14 to 16 members by adding two alternates to maintain quorum and improve engagement. He also suggested broadening outreach to recruit members from diverse community groups and student organizations, and members generally supported these proposals while noting considerations around time commitment and preparation for alternates.

HORIZON 2050 DRAFT STATUS UPDATE

Mr. Lien provided an update on Horizon 2050, noting the draft will be released in October with committee review in November and board action in December. He highlighted key themes, projected revenues of \$15.6 billion, funding priorities for capital, operations, and preservation, and ongoing public outreach including community events and a 30-day public comment period.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Stewart announced that the region is no longer required to comply with Transportation Conformity regulations, marking a major air quality milestone. Mr. Kloskey highlighted SRTC's third annual Regional Transportation Summit on October 7, noted the resignation of TAC member Bill White, and Ms. McMenamy shared that Senator Murray's staff recently toured local projects to engage with federal funding decision-makers.