



**Spokane Regional
Transportation Council**

October Board Meeting

Thursday, October 09, 2025



www.srtc.org



509-343-6370



421 W Riverside Ave Suite 500
Spokane WA 99201

6th Avenue Ribbon Cutting



Jason Lien Presenting to the City of Spokane Transportation Commission



Eve McMenamy at AMPO Annual Conference



3rd Annual Regional Transportation Summit



Know someone who'd be a great fit?

TAC Member Applications

Open Oct 13 - Nov 28



**Contact bkloskey@srtc.org
for more information**

CY 2026 Draft Budget and Indirect Cost Plan

SRTC Board of Directors

Agenda Item 4

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October 9, 2025



Action Item

- Approve Resolution R-25-22 approving the CY 2026 Budget and Indirect Cost Plan.

Annual Budget Process



Spokane Regional
Transportation Council

CALENDAR YEAR 2026 BUDGET DRAFT

SRTC Board Meeting 09.11.2025

421 W Riverside Ave Suite 500
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Spokane Regional
Transportation Council

CALENDAR YEAR 2026 INDIRECT COST PLAN DRAFT

SRTC Board Meeting 09.11.2025

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Unified Planning Work Program

2026 - 2027 Biennium
07.01.2025 - 06.30.2027

Approval Date: 06.12.2025



Spokane Regional
Transportation Council



Spokane Regional
Transportation Council

Overview - Budget Process

- Develop a budget and indirect cost plan (IDC) with the SRTC Administrative Committee
 - May 16, 2025
 - June 20, 2025
- Provide the full board opportunity to review the CY 2026 Budget and IDC
 - September 11, 2025
 - October 9, 2025
- Administrative Committee
 - Rod Higgins (Chair)
 - Cris Kaminskis (Vice Chair)
 - Al French (Past Chair)
 - Kitty Klitzke (Tier I or II City)
 - Karl Otterstrom (STA)
 - Char Kay (WSDOT)
 - Matt Ewers (At Large)

Budget Highlights

Budget

-Indicates 28% reduction

- This variability due to grant & consultant activity
- Minus grants activity, budget is relatively flat

Grants Completed CY 2025

- Commerce: Electrification Grant
- Vehicle Miles Traveled Study

Grants Starting in CY 2026

- Safety Education Campaign
- Interstate-90 Study

Proposed

- 3% COLA adjustment
- 3% Merit pool -based on 2025 performance evaluations

Source	Revenues	CY 2025	CY 2026	Amt Change	% Change
Federal	Consolidated Planning Grant (FHWA?FTA)	1,144,002	1,137,122	-6,880	-0.6%
Federal	CPG Carryforward	144,321	128,219	-16,102	-11.2%
Federal	STBG Planning Funds	500,000	500,000	0	0%
Federal	Grant-Safety Ed Campaign		194,000	194,000	
Federal	Grant I-90 Study		160,000	160,000	
State	RTPO Planning Funds	144,651	144,651	0	0%
State	Grant-Vehicle Miles Traveled Study	95,000		-95,000	
State	Grant- WA Dept Commerce: Electrification	1,300,000		-1,300,000	
Local	Local Funds- Carryforward		32,466	32,466	
Local	Local Member Contributions	280,192	281,762	1,570	0%
Local	SRTC Contingency Funds	25,000	25,000	0	0%
Local	Spokane County Treasury Interest	30,000	30,000	0	0%
	Total Revenues	3,663,166	2,633,220	-1,029,946	-28.1%

Overall Budget Summary- Expenditures

Expenditure	CY 2025	CY 2026	Amount Change	Percent Change
Total Personnel	1,615,361	1,607,156	-8,205	-0.5%
Total Contractual & Professional Services	1,716,850	687,378	-1,029,472	-60.0%
Total Materials & Services	129,860	135,540	5,680	4.4%
Total Travel, Training & Staff Development	63,925	65,450	1,525	2.4%
Total IT Services	112,170	112,695	525	0.5%
Contingency	25,000	25,000	0	0%
Total Expenditures	3,663,166	2,633,220	-1,029,946	-28.1%

What is an Indirect Cost Plan?

- A plan to recover eligible overhead costs associated with operating the agency across all program areas (administrative staff, lease, telephone, copier, and supplies).
- Developed under Federal guidelines and approved by WSDOT.
 - 52% rate 2026
 - 51% rate 2025



Spokane Regional
Transportation Council

CALENDAR YEAR 2026 INDIRECT COST PLAN

DRAFT

SRTC Board Meeting 09.11.2025

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Spokane Regional
Transportation Council

Action Item

- Approve Resolution R-25-22 approving the CY 2026 Budget and Indirect Cost Plan.
 - Effective date: 01-01-2026

2026-2029 Transportation Improvement Program - Approval

**SRTC Board
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October 9, 2025



Requested Action

Approve Resolution R-25-24 adopting the 2026-2029
Transportation Improvement Program

Transportation Improvement Program (TIP)

- Transportation projects/programs for the next four years
- Federal funding and regionally significant
- Demonstrate reasonably available revenue
- Developed at least every four years

Transportation Improvement Program (TIP)

- Consistency between the TIP and the MTP
- Describe anticipated effect of the TIP toward achieving performance management targets
- Provide reasonable opportunity for public comment

Draft 2026-2029 TIP

- 73 projects/programs
 - 12 new
- ~\$884 Million programmed
- ~\$928 Million revenue
- Fiscally constrained

2026 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT | PROJECTED BOARD ADOPTION 10/09/2025

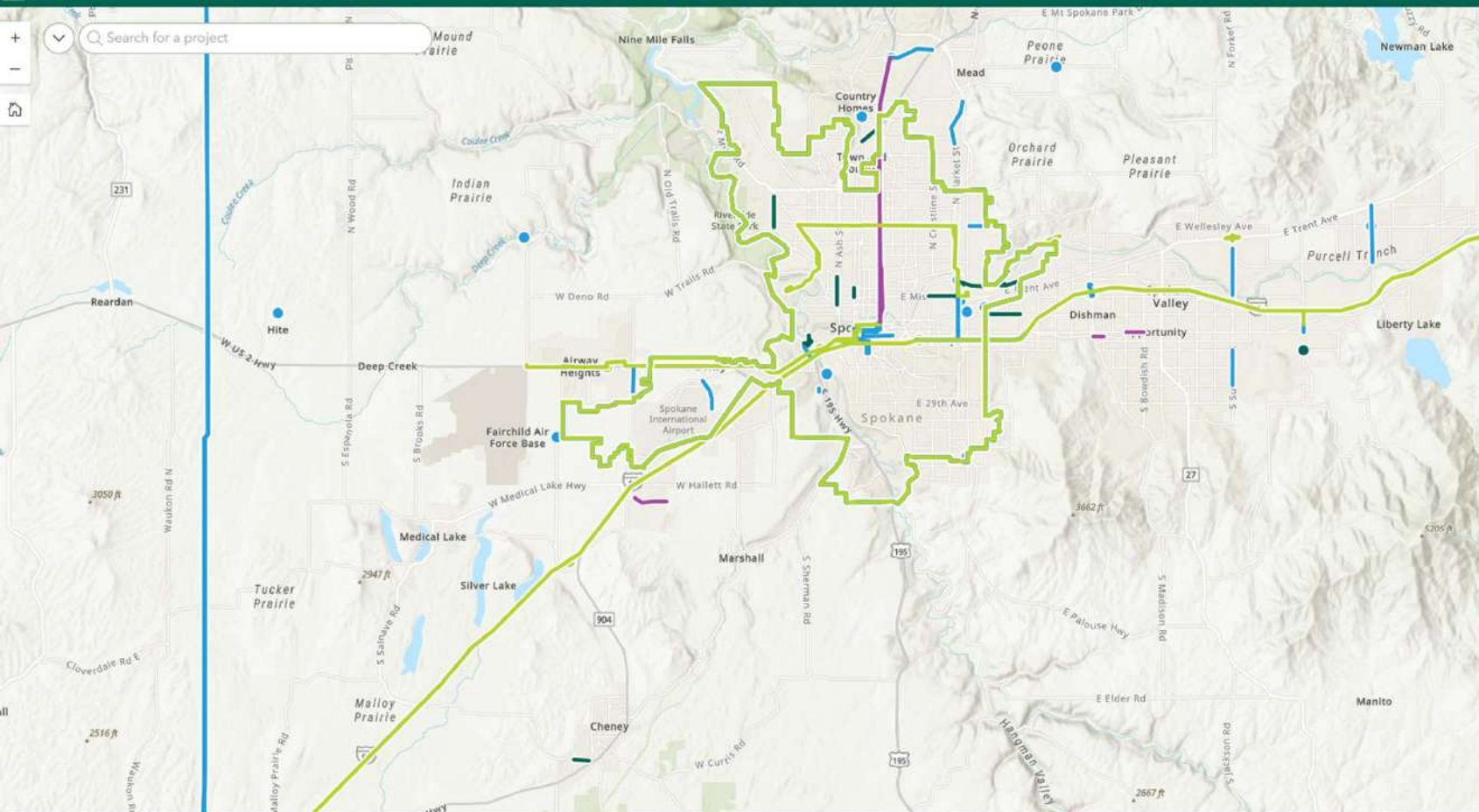


Spokane Regional Transportation Council (SRTC)
2026–2029 Regional TIP Projects by Type

Project Type	Number of Projects	% of Projects	Programmed Funds	% of Program	% of Program (w/out NSC)
Active Transportation	13	18%	40,650,236	5%	13%
Bridge	5	7%	21,145,288	2%	7%
High Performance Transit	3	4%	36,566,500	4%	11%
Planning	4	5%	9,102,891	1%	3%
Preservation	19	26%	49,431,547	6%	15%
Rail/Highway Crossing	1	1%	817,000	0%	0%
Reconstruction	7	10%	26,175,424	3%	8%
Roadway Capital	1	1%	31,000,000	4%	10%
Roadway Capital - NSC	5	7%	564,772,707	64%	
Safety & Security	2	3%	826,000	0%	0%
Transit	4	5%	89,332,235	10%	28%
TDM	2	3%	1,582,912	0%	0%
TSMO	7	10%	12,349,866	1%	4%
TOTAL	73	100%	883,752,606	100%	100%



2026-2029 Transportation Improvement Program Upcoming projects and studies over the next several years.



Legend

Regional Projects

Construction Year

2026

PL, PE, or RW Only

Line Projects

Construction Year

2026

2027

2028

PL, PE, or RW Only

Project Points

Construction Year

2026

2027

PL, PE, or RW Only



Public Involvement



Public comment period

Sept. 2 – Oct. 2



Public meeting

Sept. 23 4:30-5:30pm

Hybrid: in person and Zoom

Next Steps

October

- Board
- Submit to WSDOT

January

- 26-29 TIP in effect

2026 - 2029

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT | PROJECTED BOARD ADOPTION 10/09/2025



Spokane Regional
Transportation Council

Requested Action

Approve Resolution R-25-24 adopting the 2026-2029
Transportation Improvement Program

Ryan Stewart

Principal Transportation Planner
rstewart@srtc.org

Spokane Regional Transportation Council

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Transportation Advisory Committee (TAC) Bylaws

SRTC Board of Directors

Benjamin Kloskey - Associate Transportation Planner II

Agenda Item 7

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October 9, 2025



Requested Action

- Approve Resolution R-25-25 to adopt the amended TAC Bylaws
 - Unanimously supported by the TAC
 - **Redlined** version attached in your packet

Bylaw Amendment Summary

- Sections updated:
 - Membership
 - Officers
 - Attendance
 - Vacancies
 - Quorum
- Why?

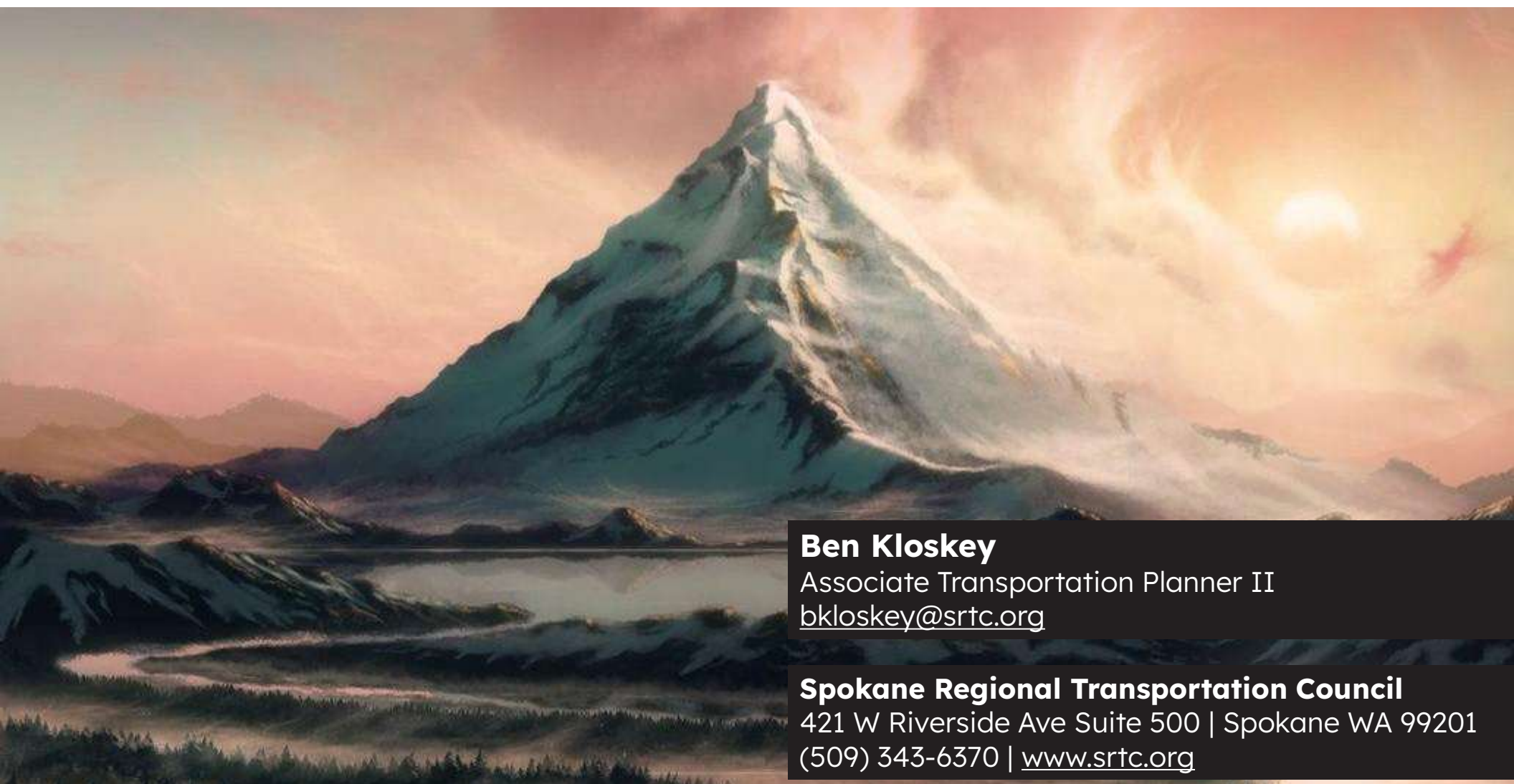


Next Steps

- Applications open on **October 13th**.
- Applications due by **November 28th**.
- Selected applicants to be offered positions prior to year end.

Requested Action

- Approve Resolution R-25-25 to adopt the amended TAC Bylaws
 - Unanimously supported by the TAC



Ben Kloskey

Associate Transportation Planner II

bkloskey@srtc.org

Spokane Regional Transportation Council

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CY 2026 Unified List

State Version

**SRTC Board
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October 9, 2025



Action Item

- Approve Resolution R-25-26 approving the CY 2026 Unified List- State Version.

Unified List Purpose



The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

State Legislative Outlook

- WA State Budget- a challenging environment
 - No major transportation investment packages anticipated
- Opportunities for policy adjustments



Legislative Priority Statements

Expand activities to improve transportation safety in support of Target Zero.

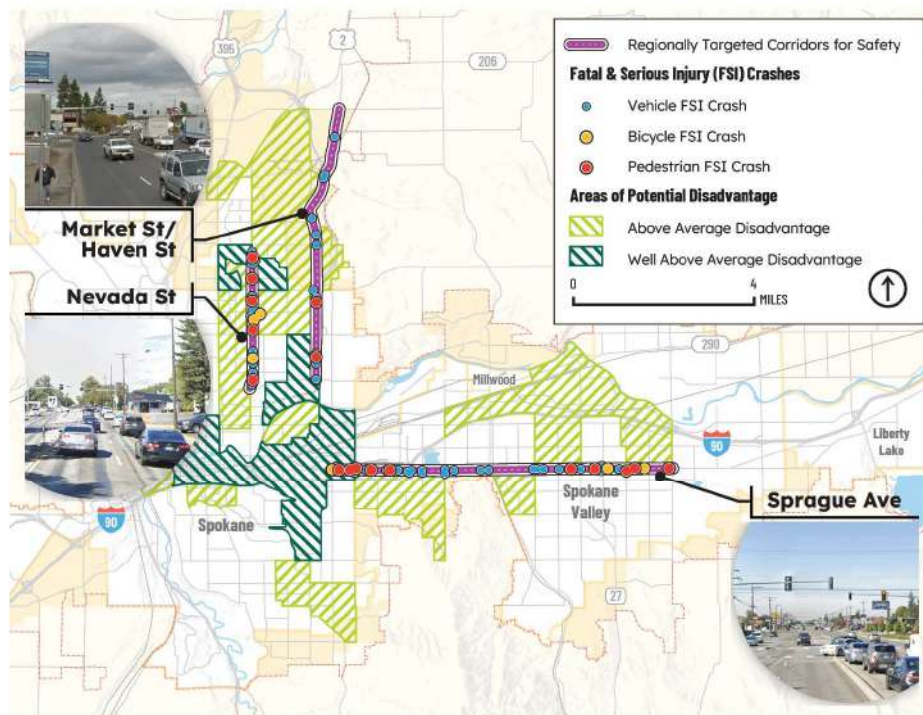
- ▶ Direct additional funding to state and local agencies for safety projects that help achieve zero fatal and serious injuries.
- ▶ Promote collaboration between the new WSDOT Transportation Safety Office and MPOs/RTPOs to identify and address regional safety priorities.
- ▶ Enhance the impact of Regional Safety Action Plans (RSAPs) through collaborative efforts with the Washington Traffic Safety Commission, ensuring early integration of regional input in the priority-setting process.
- ▶ **Support lowering the legal Blood Alcohol Concentration (BAC) limit from 0.08% to 0.05%. Research from the WA Traffic Safety Commission indicates lowering the BAC limit could reduce traffic deaths by an average of 11% annually.**

Traffic fatalities and serious injuries in Washington state are at near-record highs, increasing 34% and 47% respectively since 2019. This marks the fastest five-year increase in traffic fatalities ever according to the Washington Traffic Safety Commission. In Spokane County fatal and serious injury (FSI) crashes increased by 74% from 2019 to 2024. To address this, SRTC developed a data-driven RSAP aiming for a 50% reduction in FSI crashes by 2030. The RSAP, based on extensive research and stakeholder engagement, identifies critical safety challenges and solutions. It emphasizes resource leveraging, collaboration, and ongoing evaluation to achieve Target Zero. Enhanced proactive collaboration with state partners is crucial for significant impact on this issue.

Legislative Priority Statements

Regionally Targeted Corridors for Safety

The RSAP conducted a thorough analysis of FSI crashes within the SRTC planning area to establish a High Injury Network (HIN). This network includes corridors and intersections with the highest concentrations of FSI crashes. Additionally, the RSAP targeted three specific corridors where the HIN overlaps with disadvantaged areas and system improvements may have more significant outcomes. Conceptual plans for these corridors were developed to streamline future funding opportunities and offer guidance to local agencies interested in initiating safety strategies.



Legislative Priority Statements

Pursue strategies to effectively address maintenance and preservation needs.

- Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion, however the time frame to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming years. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.



Support increased funding for Regional Transportation Planning Organizations

- Increase the Regional Transportation Planning Organization (RTPO) program budget by \$6.8 million a biennium to provide a base funding level of \$200,000 per year for each RTPO, to fully achieve the transportation planning outcomes and requirements of RCW 47.80.

An assessment of the required functions of an RTPO was conducted, and a base level of funding necessary to address program shortfalls was identified. RTPOs have an important role in providing transportation planning support in rural and tribal areas across the state. However, funding allocations have not increased over time to keep pace with the rising cost of operations and expanded responsibilities of RTPOs, which now include tracking and monitoring vehicle miles traveled (VMT).

Revise the tax increment financing (TIF) public financing method

- Expand the TIF framework to include provisions for allocating a portion of state property and/or sales tax collected within a TIF boundary for state facilities.

TIF is a valuable public financing method to encourage cost-effective development, improve infrastructure, and revitalize areas in need of investments without placing an immediate burden on taxpayers. The method uses future increases in property and sales tax revenues generated within a designated area to fund identified infrastructure and development projects within that area. Greater flexibility in TIF would enable it to be tailored to a community's specific needs, allowing for diverse projects improvements that address local priorities and challenges.



Additional Policy Statements



Ensure access to transportation in support of affordable housing strategies.

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.



Fund regionally critical projects on the SRTC Unified List.

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.

Encourage diversity in the development of alternative fuel technologies.

- ▶ Support the development of electric charging infrastructure.
- ▶ Support and monitor the development of alternative fuels across the spectrum of vehicle types through pilot projects or other means.



Address funding gaps that are anticipated due to the loss of gas tax revenue.

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understanding of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.

Enhance transportation investments supporting Fairchild Air Force Base as the significant military installation in Spokane County.

- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access Fairchild Air Force Base (FAFB) and ensure adequate military response times.



Maintain currently committed legislative investments.

- ▶ Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.

Project Status

Implementation

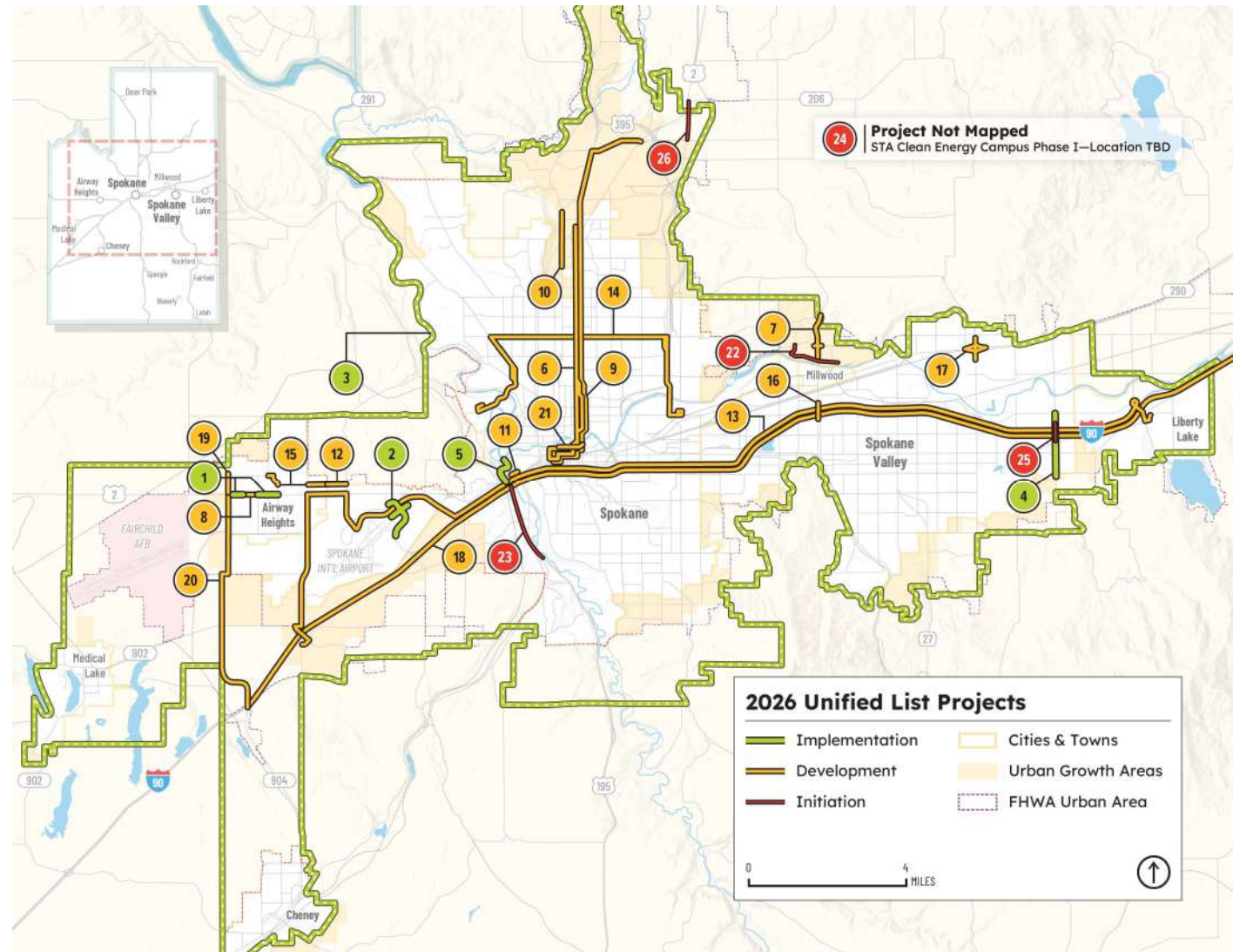
- ▶ Design $\geq$ 60% complete, significant progress towards right-of-way, environmental approvals are underway, and substantial amount of funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Development

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

Initiation

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



Implementation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
1	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	\$23.4	\$6.9	\$16.6
2	Spotted Rd & Airport Dr Safety & Multimodal Improvements	Airport	\$37.2	\$32.2	\$5.0
3	STA Fleet Electrification	STA	\$35.8	\$33.2	\$5.0
4	South Barker Rd Corridor	Spokane Valley	\$41.0	\$13.3	\$3.0
5	Fish Lake Trail Connection Phases 1-3	Spokane	\$19.5	\$9.6	\$9.9

Note: Due to new funding secured in the SRTC Call for Projects, the Sullivan/Trent Interchange project was included in as an Implementation project in the version of the list included in the packet. It has been moved back into the Development category at the request of the submitting agency.

Development Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
6	Division St Active Transportation Access Improvements	Spokane	\$25.8	\$2.1	\$23.7
7	Argonne Rd Freight, Active Transportation & Safety Improvements	Spokane County	\$25.8	\$4.3	\$2.0
8	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	\$26.0	\$3.9	\$22.1
9	Division Bus Rapid Transit (BRT)	STA	\$170.0	\$101.0	None
10	Wall St Safety & Capital Improvements	Spokane County	\$17.5	\$0.6	None
11	Latah Bridge Rehabilitation	Spokane	\$65.1	\$2.8	\$62.3
12	12th Ave - Spokane Phase	Spokane	\$4.9	None	\$4.9
13	I-90/Valley High Performance Transit (HPT)	STA	\$39.3	\$34.0	None
14	Wellesley High Performance Transit (HPT)	STA	\$9.3	\$2.5	\$6.8
15	6th/10th-12th Ave Multimodal Improvements Phase III	Airway Heights	\$4.8	\$0.5	\$4.3
16	Argonne Bridge at I-90	Spokane Valley	\$28.2	\$1.5	\$3.0
17	Sullivan/Trent Interchange	Spokane Valley	\$53.4	\$13.0	\$5.0
18	I-90 TSMO Improvements	WSDOT	\$24.0	\$0.6	\$2.6
19	Craig Rd Complete Streets Project	Airway Heights	\$11.2	\$1.2	\$10.0
20	Craig Rd & I-90 Four Lakes Connection	Spokane County	\$66.9	\$7.5	\$59.4
21	Spokane Falls Blvd	Spokane	\$8.1	\$0.8	\$7.4

Initiation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
22	Centennial Trail Argonne Gap Improvements	Spokane County	\$15.6	\$0.3	None
23	US 195 Corridor Projects	Spokane	\$18.4	None	\$18.4
24	Clean Energy Campus Phase I	STA	\$100.0	\$55.0	\$10.0
25	Barker/I-90 Interchange	Spokane Valley	\$40.0	None	\$4.0
26	Market St Reconstruction	Spokane County	\$10.9	None	None

2026 Unified List Summary

All dollar amounts shown in millions

PROJECT STATUS CATEGORY	NUMBER OF PROJECTS	TOTAL COST	FUNDING REQUEST	PERCENT REQUESTED
Implementation	5	\$156.9	\$39.5	25%
Development	16	\$580.3	\$213.6	37%
Initiation	5	\$184.8	\$32.4	18%
Totals*	26	\$922.1	\$285.4	31%

*Totals may not sum due to rounding

Action Item

- Approve Resolution R-25-26 approving the CY 2026 Unified List- State Version.



CY 2026 Unified List

Federal Version (draft)

**SRTC Board
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October 9, 2025



Unified List Purpose



The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

Reauthorization of the Federal Transportation Bill

- Current Bill expires Sept 30, 2026
- Transportation bills are fundamental to MPO responsibilities
- Historic level of investment -\$1.2T



Reauthorization of the Federal Transportation Bill- Outlook

- Future investments not expected to meet previous levels
 - Rising labor and material costs will strain programs
- Timeline uncertain at this point



Legislative Priority Statements

PREPARING FOR TRANSPORTATION BILL REAUTHORIZATION

Continue funding critical programs that provide needed resources to improve transportation safety.

Nearly 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were an estimated 39,345 lives lost on US roads in 2024—down slightly from 43,230 in 2021 which was the largest number of fatalities since 2005.¹ The 2021 federal infrastructure investment package bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning “action” grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.



Legislative Priority Statements

Continue funding transportation system maintenance and preservation.



Every day people, communities, and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a \$1 trillion backlog in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads.² SRTC is appreciative of the federal transportation infrastructure legislation in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current federal transportation infrastructure funding package.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.

¹ USDOT, National Highway Traffic Safety Administration. Early Estimate of Motor Vehicle Traffic Fatalities in 2024. Traffic Safety Facts CrashStats Brief Statistical Summary. DOT HS 813 710. Washington, DC: NHTSA, April 2025. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.

² USDOT, Federal Highway Administration, FHWA Budget Estimates FY 2023, submitted to the Committees on Appropriations (Washington, DC: U.S. DOT, March 2022), accessed September 29, 2025, https://www.transportation.gov/sites/dot.gov/files/2022-03/FHWA_Budget_Esti-

Legislative Priority Statements



Modernize the federal funding formula to ensure funding equitably supports population centers.

The 2021 federal infrastructure investment package provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90% was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72% of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30% (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19%.

Expand direct recipient status for certain federal funding programs.

Currently MPOs rely on pass-through funding from state DOTs, which can lead to delays and reduce the flexibility needed to meet local transportation needs. Granting MPOs direct recipient status for specific federal funds would streamline the funding process, allowing for quicker and more efficient implementation of projects that directly benefit communities. This change would reduce administrative delays, enabling MPOs to align more closely with local needs and priorities while expediting project delivery.

SRTC supports direct recipient status for MPOs which would promote greater accountability and empower MPOs to have a more active role in shaping transportation investments that impact their regions.

Legislative Priority Statements

Shift from discretionary to formula-based funding for certain programs.

Discretionary grants, while beneficial, can lead to unpredictable funding allocations that make long-term planning challenging for MPOs and other local agencies. Discretionary grant programs circumvent the local collaborative planning process and shift the decision-making to federal agencies. A shift toward formula-based funding for certain federal programs would allow for a more predictable and equitable distribution of resources.

SRTC supports a shift to formula-based funding to ensure a consistent and transparent mechanism, enabling regions to make informed infrastructure decisions and meet both immediate and future needs with greater confidence.

Continuing federal investments in public transportation.

Public transportation represents a vital part of the nation's transportation system. Public transportation in Spokane County is largely centered on urban areas, with service provided by Spokane Transit ranking above most of its peers for total ridership and cost effectiveness. Other intercity, tribal and special needs transportation operations connect rural areas and small cities to the urban core. Federal funds, largely provided through the surface transportation bill, are a crucial part of sustaining and improving services and connectivity.

SRTC supports continued federal investment in public transportation through the new surface transportation bill, including the Capital Investment Grant (CIG) program, which helped fund the region's first Bus Rapid Transit (BRT) project, City Line. Spokane Transit plans to seek CIG funding for Division Street BRT, a project identified herein as a regional priority, consistent with Horizon 2050.



Additional Policy Statements



Ensure access to transportation in support of affordable housing strategies.

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

Fund regionally critical projects on the SRTC Unified List.

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.

Encourage deployment and development of advanced and alternative fuel technologies.

- ▶ Support the development of alternative fuels.
- ▶ Support innovation of advanced fuels and technologies.

Address funding gaps that are anticipated due to the loss of gas tax revenue.

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understating of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.

Enhance transportation investments supporting Fairchild Air Force Base as the significant military installation in Spokane County.

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Project Status

Implementation

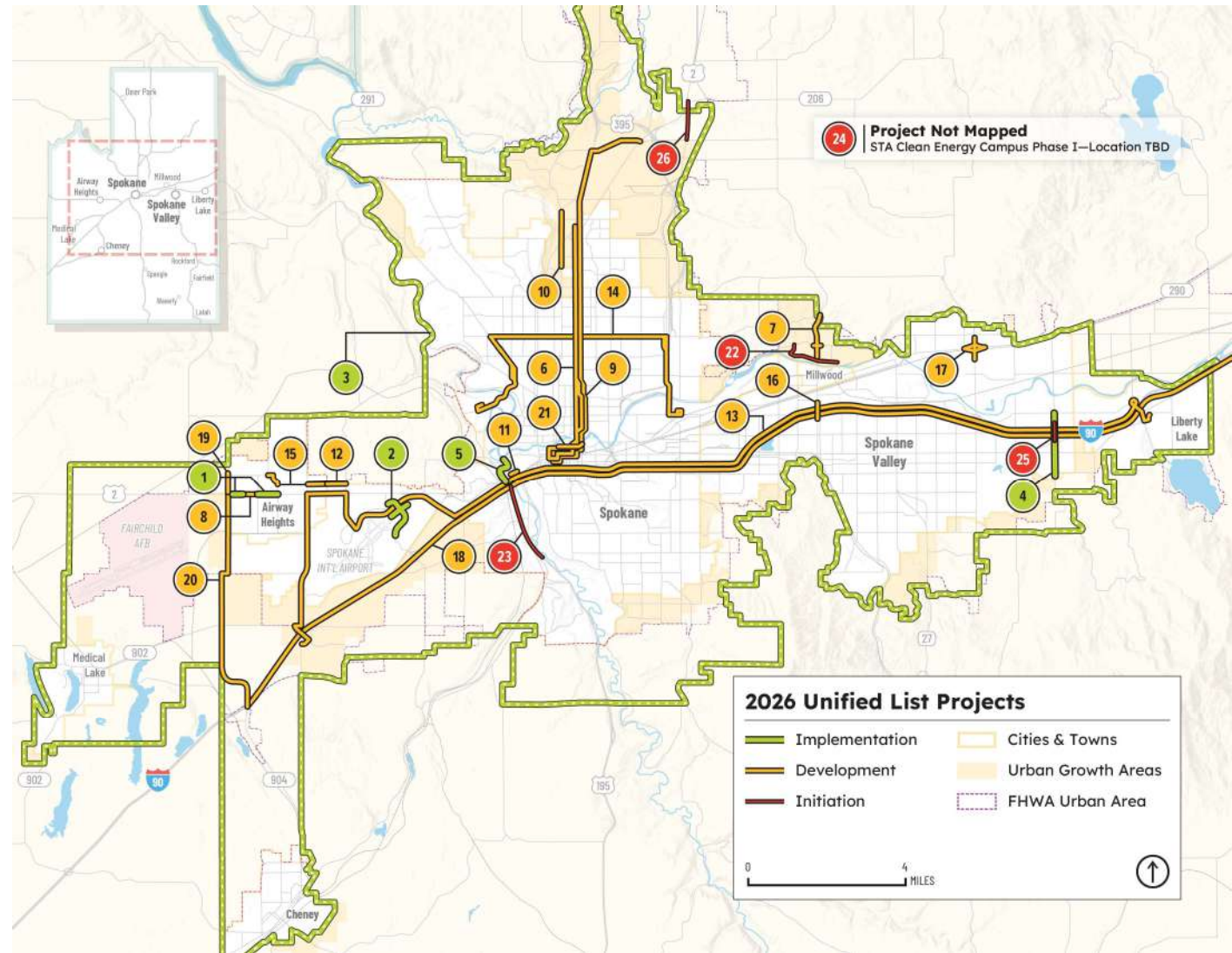
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Implementation Projects

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12	12th Ave - Spokane Phase	Spokane	\$4.9	None	\$4.9
13	I-90/Valley High Performance Transit (HPT)	STA	\$39.3	\$34.0	\$5.3
14	Wellesley High Performance Transit (HPT)	STA	\$9.3	\$2.5	None
15	6th/10th-12th Ave Multimodal Improvements Phase III	Airway Heights	\$4.8	\$0.5	\$4.3
16	Argonne Bridge at I-90	Spokane Valley	\$28.2	\$1.5	\$3.0
17	Sullivan/Trent Interchange	Spokane Valley	\$53.4	\$13.0	\$5.0
18	I-90 TSMO Improvements	WSDOT	\$24.0	\$0.6	\$20.8
19	Craig Rd Complete Streets Project	Airway Heights	\$11.2	\$1.2	\$10.0
20	Craig Rd & I-90 Four Lakes Connection	Spokane County	\$66.9	\$7.5	\$59.4
21	Spokane Falls Blvd	Spokane	\$8.1	\$0.8	\$7.4

Initiation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
22	Centennial Trail Argonne Gap Improvements	Spokane County	\$15.6	\$0.3	\$15.3
23	US 195 Corridor Projects	Spokane	\$18.4	None	\$18.4
24	Clean Energy Campus Phase I	STA	\$100.0	\$55.0	\$35.0
25	Barker/I-90 Interchange	Spokane Valley	\$40.0	None	\$4.0
26	Market St Reconstruction	Spokane County	\$10.9	None	\$10.9

2026 Unified List Summary

All dollar amounts shown in millions

PROJECT STATUS CATEGORY	NUMBER OF PROJECTS	TOTAL COST	FUNDING REQUEST	PERCENT REQUESTED
Implementation	5	\$156.9	\$34.7	22%
Development	16	\$580.3	\$266.6	46%
Initiation	5	\$184.8	\$83.5	45%
Totals*	26	\$922.1	\$384.8	42%

*Totals may not sum due to rounding

Next Steps

- November Board Meeting
 - Final Draft for Board Approval-Federal Version

HORIZON 2050



Spokane Metropolitan Transportation Plan

Draft Release

**Board of Directors
Agenda Item 10 | Pg. 37
Jason Lien
October 9, 2025**



Metropolitan Transportation Plan Update

- **Key Inputs Completed:**

- Regional Safety Action Plan
- Smart Mobility Plan
- Resiliency Plan
- Congestion Management Process
- CTR Plan
- Other subarea & modal plans by partner jurisdictions
- Needs Assessment
- Public outreach events

Major Themes

- Maintenance / Preservation
- Funding challenges
- Safety & Security
- Technology opportunities
- Multimodal system



Horizon 2050 Content

- Chapter 1-2 – Current Conditions
- Chapter 3 – Future Conditions



Horizon 2050 Content

- Chapter 4 – How We'll Get There
 - Financial Forecast
 - Projects and Program Areas
 - Strategies
 - Fiscal Constraint – Categories of Need



Next Steps

- Board permission to release draft
- 30-day formal comment period + open house
- Nov. committee recommendation / Dec. Board action

Thank You

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Coordinated Public Transit - Human Services Transportation Plan

SRTC Board of Directors

Benjamin Kloskey - Associate Transportation Planner II

Agenda Item 11

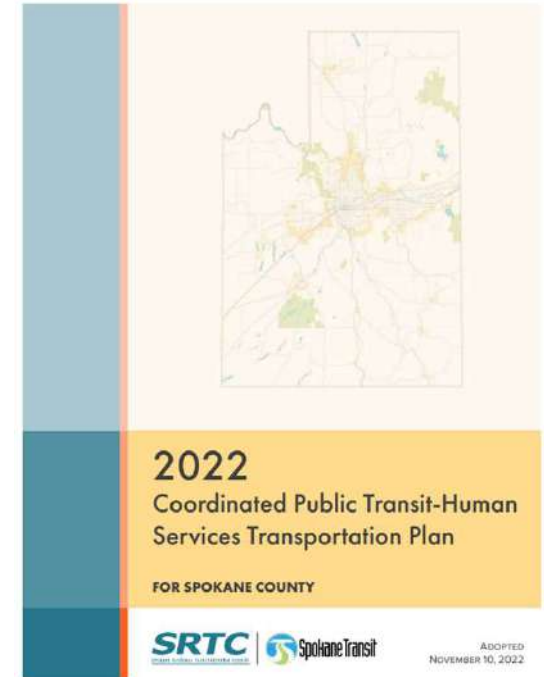
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CPT-HSTP Overview

- 4-year cycle (2022 to 2026)
- Required by both federal and state government for access to funding
- Bring attention to systemwide gaps and citizens with alternative transportation needs
- Developed in partnership with STA
- New plan beginning development
 - Expected adoption ~ Fall 2026



Purpose

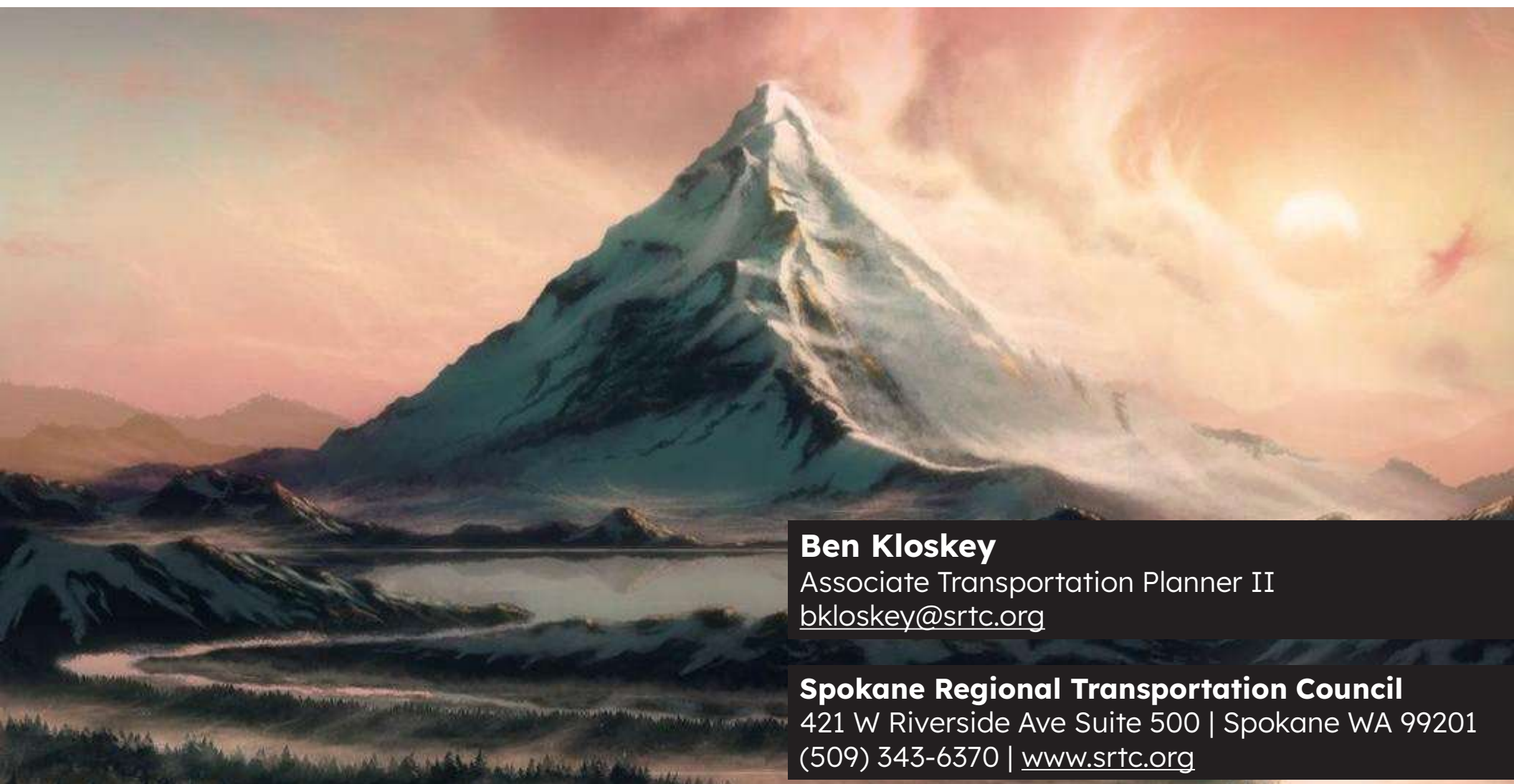
- Coordination on enhancing transportation access
- Identify gaps in service for **all** users
- Minimize duplication of services
- Implement the most cost-effective services
- Increase funding opportunities for local partners
- Maximize public knowledge of services

The How

- Public outreach events and surveys
- Interviews with local providers and customers
 - Special Mobility Services
 - Moccasin Express
 - And more...
- Demographic data collection

Timeline

	DEC 2025	JAN 2026	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Drafting the Plan	x	x	x	x	x	x	x	x		
Public Outreach			x	x	x	x	x	x		
Plan Adoption									x	x



Ben Kloskey

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