



**Spokane Regional  
Transportation Council**

## December Board Meeting

**Thursday, December 11, 2025**

 [www.srtc.org](http://www.srtc.org)

 509-343-6370

 421 W Riverside Ave Suite 500  
Spokane WA 99201

## OUR YEAR IN PICTURES



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Spokane Metropolitan  
Transportation Plan

## Requested Approval

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Jason Lien

December 11, 2025



Spokane  
Regional  
Transportation  
Council

## Requested Action

Approve Resolution R-25-28, adopting Horizon 2050 as the new Metropolitan Transportation Plan and Regional Transportation Plan for the Spokane Metropolitan Planning Area

# Updated Elements

- Guiding Principles
- Regional Activity Centers
- Financial Forecast
- Transportation Programs
- Regionally Significant list
- Chapter text and data
- Appendices – D. System Performance Report, E. Needs Assessment



## Recent Process

- 30-Day comment period complete
- Draft updates complete
- Recommendations of approval from TTC & TAC



# HORIZON 2050

## Spokane Metropolitan Transportation Plan

History of the Region

1- Who is SRTC

2- Where We Are

3- Where We're Going

4- How We'll Get There



For ease of navigation and readability, this Web Experience is a digital companion to the Horizon 2050 long-range plan. To read the complete adopted plan and its technical documentation, please click [HERE](#).

## Requested Action

Approve Resolution R-25-28, adopting Horizon 2050 as the new Metropolitan Transportation Plan and Regional Transportation Plan for the Spokane Metropolitan Planning Area

# Thank You

Jason Lien

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# **Draft 2026 Transportation Improvement Program Guidebook**

**SRTC Board of Directors**

**Agenda Item 5**

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**December 11, 2025**



**Spokane  
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# TIP Guidebook

- Establishes goals and objectives for the TIP
- Outlines specific programming policies
- Provides critical TIP timelines

## **TRANSPORTATION IMPROVEMENT PROGRAM**

ADOPTED 10/09/2025



# 2026 TIP Guidebook - Revisions

- Definition of Regionally Significant projects to remove transportation air quality conformity requirements
- Project Selection section to reflect the 2025 call for projects
- 2027-2030 TIP development schedule
- Congestion Management Process section to reflect the CMP approved by the SRTC Board earlier this year
- Amendment and Administrative Modification schedules

# 2026 TIP Guidebook - Revisions

## Policy 4.4 One-Time 2-Year Extension

- Challenge – impact to meeting annual obligation target
  - Other projects must be advanced to meet \$12-13M annual delivery target
  - As project phases increase in funding, it becomes increasingly difficult to support automatic extensions and continue to deliver \$12-13M per year
  - Late extension requests limit the ability to advance other projects
  - Trying to capitalize on opportunities for redistributed obligation authority

# 2026 TIP Guidebook - Revisions

## Policy 4.4 Proposed Change

- One-time 1-year extension (for RW and CN phases only)
- Request must be submitted by March 1st
- Extensions are requested by phase
- No extension recorded if project sponsor obligates another project of equal or greater value in its place

# 2026 TIP Guidebook - Revisions

## Policy 4.4 Proposed Change

If a **right-of- way or construction** project phase will not meet its targeted obligation date, the project sponsor must submit a written request to SRTC for a one-time extension **for one (1) year by March 1 of the current year, this is also known as an administrative grace period.** ~~of up to two (2) years~~ The request must include an explanation for the request and identify proposed impacts, such as schedule or budget. Project extension requests will be shared with the SRTC Board by SRTC staff. Project extension will be reflected through an approved amendment of the TIP. **If the project sponsor successfully obligates another project of equal or greater value in its place, the one-time extension request will not be recorded.**

# 2026 TIP Guidebook - Revisions

## Policy 4.5 Clarification

If a project sponsor is unable to meet a targeted obligation date after the one-time grace period, the project sponsor may request an **additional** extension from the SRTC Board of Directors. The Board may grant the extension or may act to remove the project from the TIP. If the agency is permitted an extension, it must submit a revised schedule to SRTC within 30 calendar days of the Board action. If the Board acts to remove the project from the TIP, any regional federal funds awarded to the project shall be returned to SRTC for reallocation. If the project is eligible to receive regionally selected federal funds, it may be placed on the contingency list of projects for that fund source at the discretion of the Board.

# Next Steps

## December

- TIP Working Group- discussion
- Board – update
- Committees – recommendation

## January

- Board - approval

### SECTION 1 - REGIONAL TRANSPORTATION PROGRAMMING

#### TRANSPORTATION PLANNING AND PROGRAMMING

At least once every five years, SRTC prepares a **Metropolitan Transportation Plan (MTP)** which establishes long-range goals for the region and identifies projects and strategies that will be necessary to implement them.

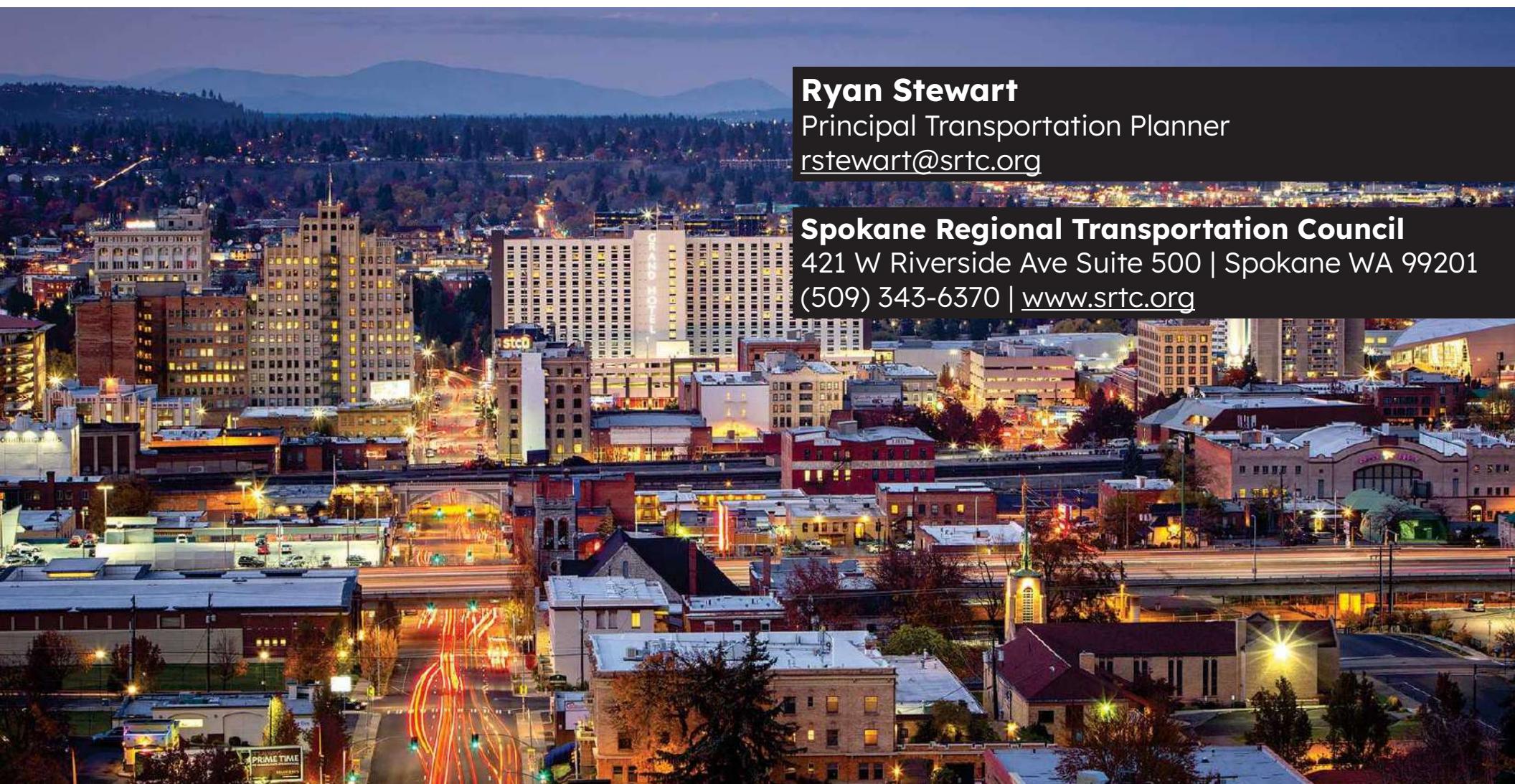
The newest MTP, Horizon 2050, is scheduled to be approved by the SRTC Board on 12/11/2025. For more information on *Horizon 2050*, please refer to SRTC's website, [www.srtc.org](http://www.srtc.org), or click [here](#). The next update of the MTP is scheduled for 2030.

With a long-range plan in place, the **Transportation Improvement Program (TIP)** serves as a short-range programming document for projects that are planned over the next four years. The purpose of the TIP is to ensure that projects planned for implementation in the near future are consistent with the projects and strategies identified in the MTP.

The 2026-2029 TIP was approved by the SRTC Board 10/09/2025 and will go into effect at the beginning of the 2026 program year (approximately 01/01/2026). For more information about the 2026-2029 TIP, go to: <https://www.srtc.org/transportation-improvement-program/>.

For the purposes of SRTC's TIP, years one through four of the TIP constitute an agreed to list as defined by CFR 45.330. This means that once a project has been programmed into the first four years of the approved TIP, the project's sponsor(s) can begin implementation of the project by accessing funds to start preliminary engineering, right-of-way acquisition, or construction. Projects that are programmed in years five and six of the TIP are not part of the agreed to list and are not eligible for obligation without prior approval by the SRTC Board.





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# Transportation Performance Management: PM1 - Safety

SRTC Board of Directors

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# Transportation Performance Management



**- Improve accountability**

**- Align resources**

**- Set measurable targets**

# Safety



## PM 1: Measures

1. Fatalities
2. Fatalities per 100M vehicle miles traveled
3. Serious injuries
4. Serious injuries per 100M vehicle miles traveled
5. Non-motorist fatalities and serious injuries

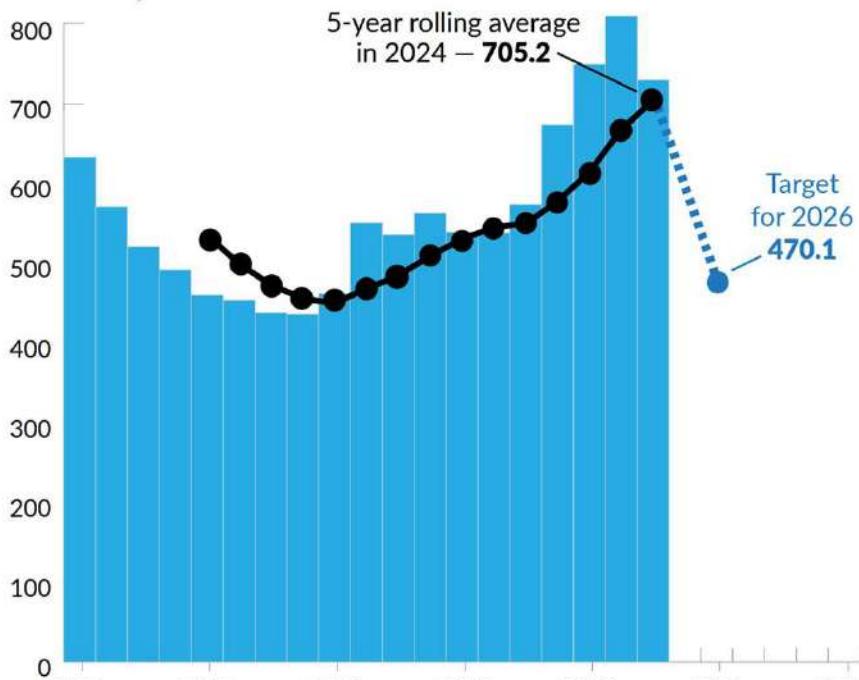
# Our Action

- 1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target**
- 2. Commit to a quantifiable target for the metropolitan planning area**

# Statewide Targets and Trends

## Measure No. 1 - Fatalities

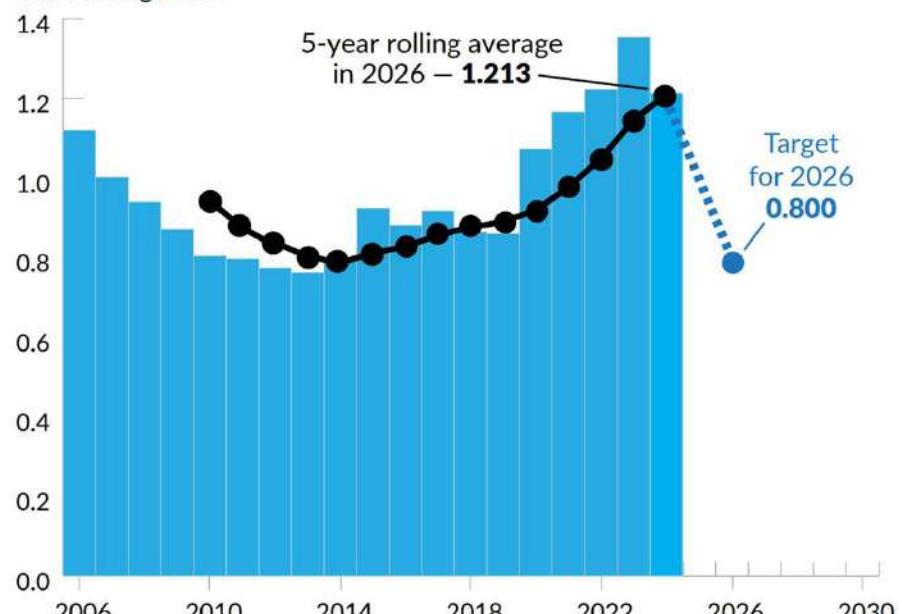
2006 through 2030



Data source: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary).

## Measure No. 2 - Fatality rate per 100 million VMT

2006 through 2030

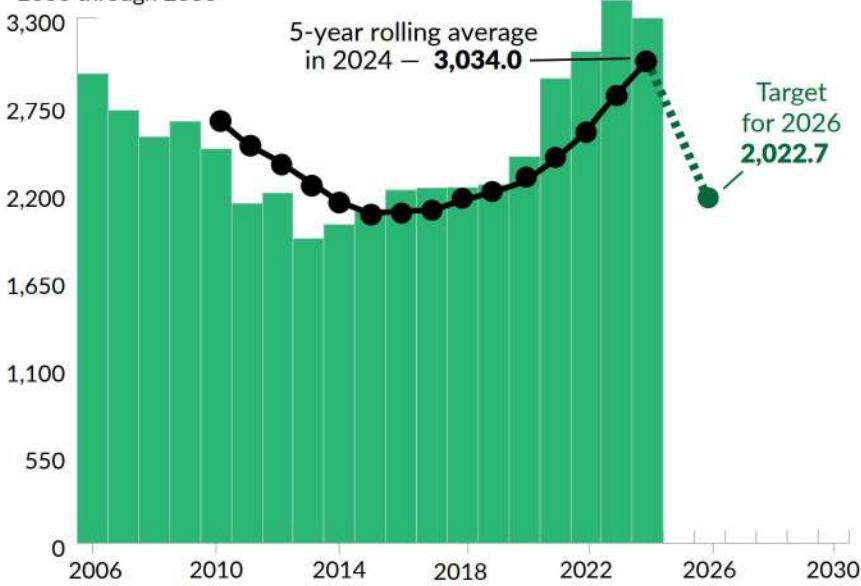


Data sources: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary); Washington State Department of Transportation - Highway Performance Monitoring System.

# Statewide Targets and Trends

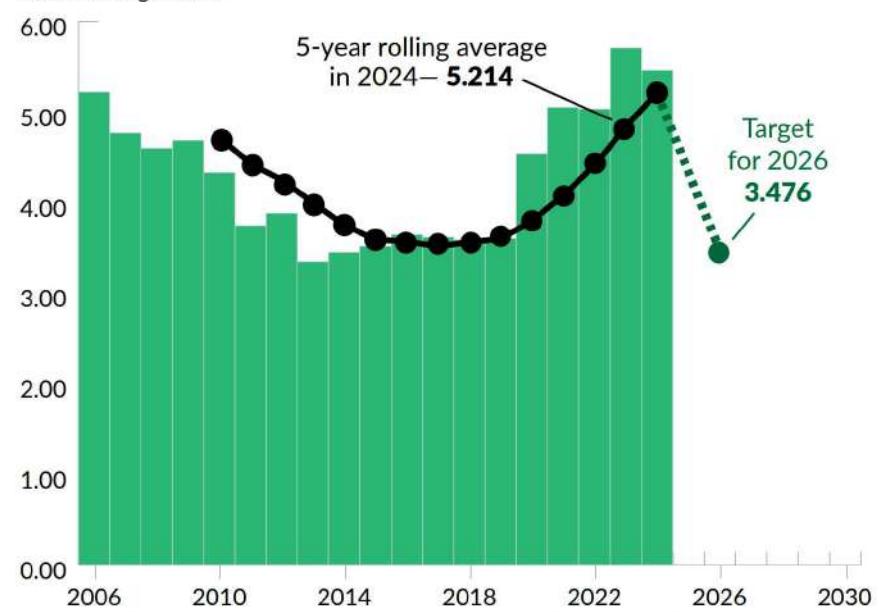
## Measure No. 3 - Serious injuries

2006 through 2030

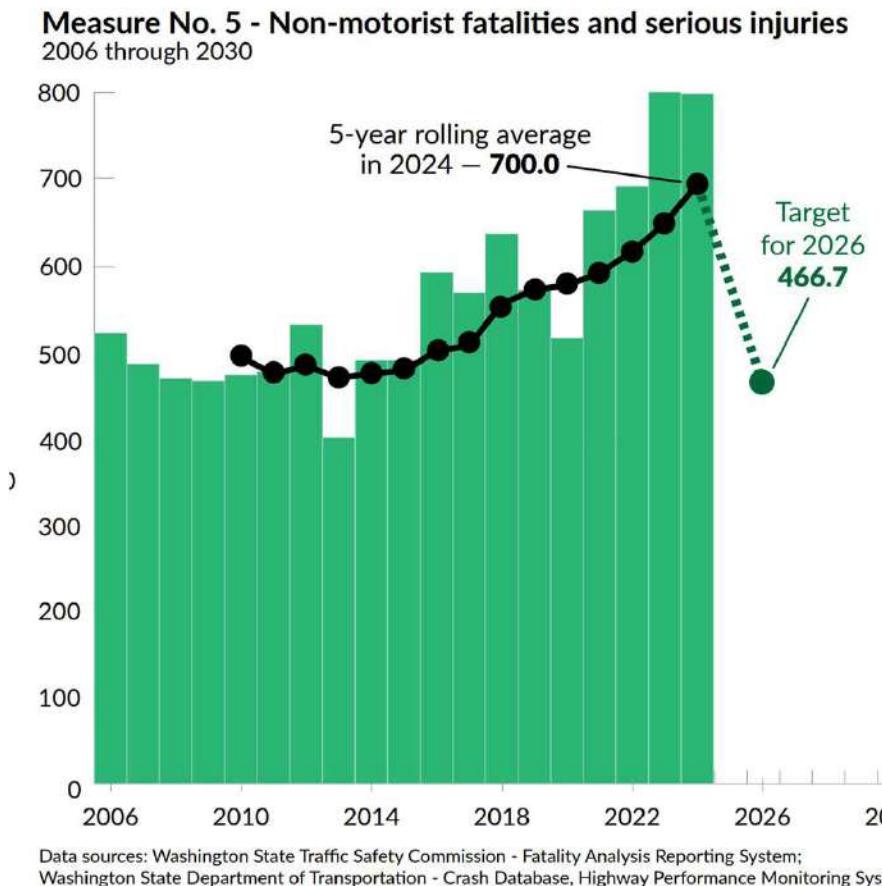


## Measure No. 4 - Serious injury rate per 100 million VMT

2006 through 2030

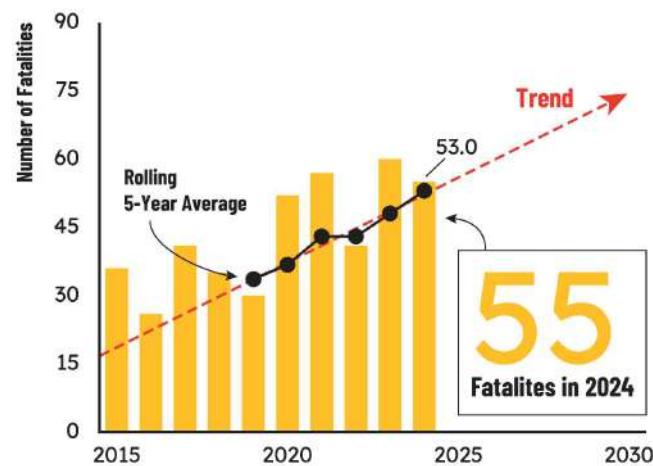


## Statewide Targets and Trends

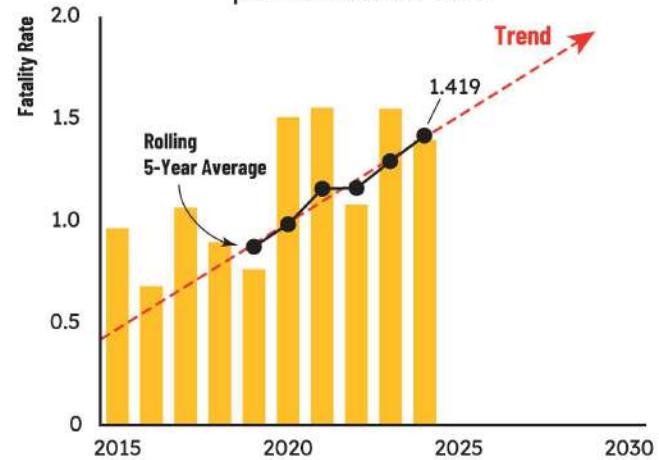


# Spokane Region Targets and Trends

Measure #1: Fatalities

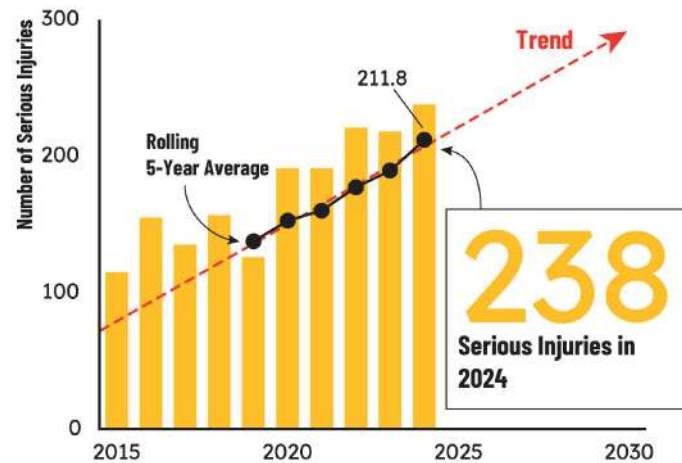


Measure #2: Fatality Rate  
per 100 million VMT

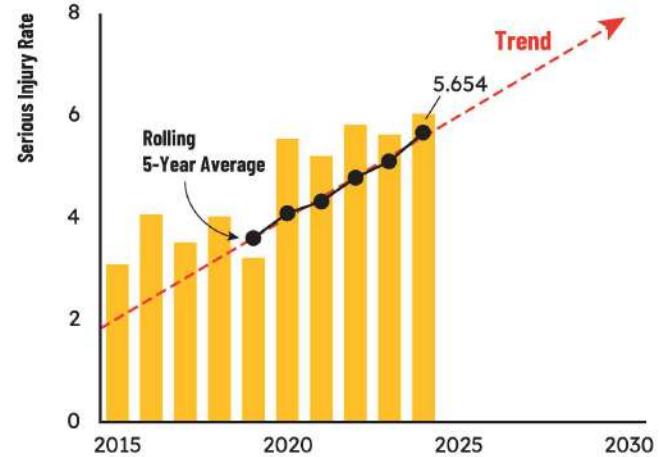


# Spokane Region Targets and Trends

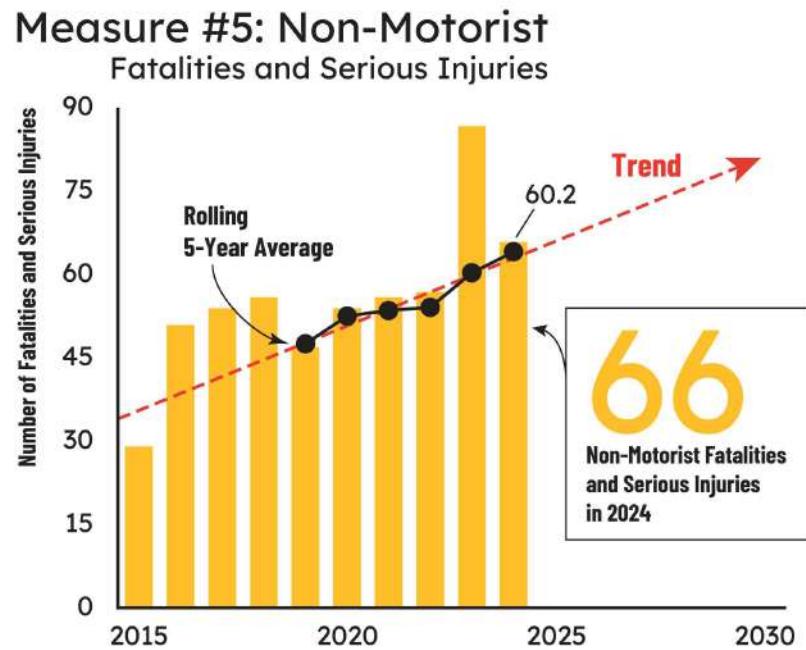
Measure #3: Serious Injuries



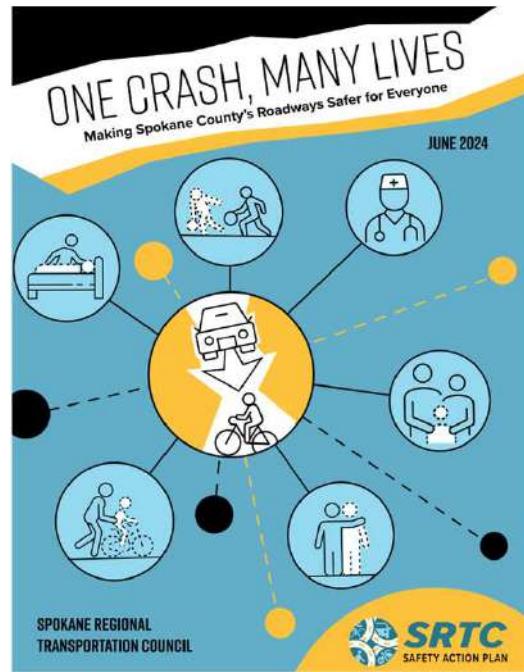
Measure #4: Serious Injury Rate per 100 million VMT



# Spokane Region Targets and Trends



# Regional Safety Action Plan (RSAP)

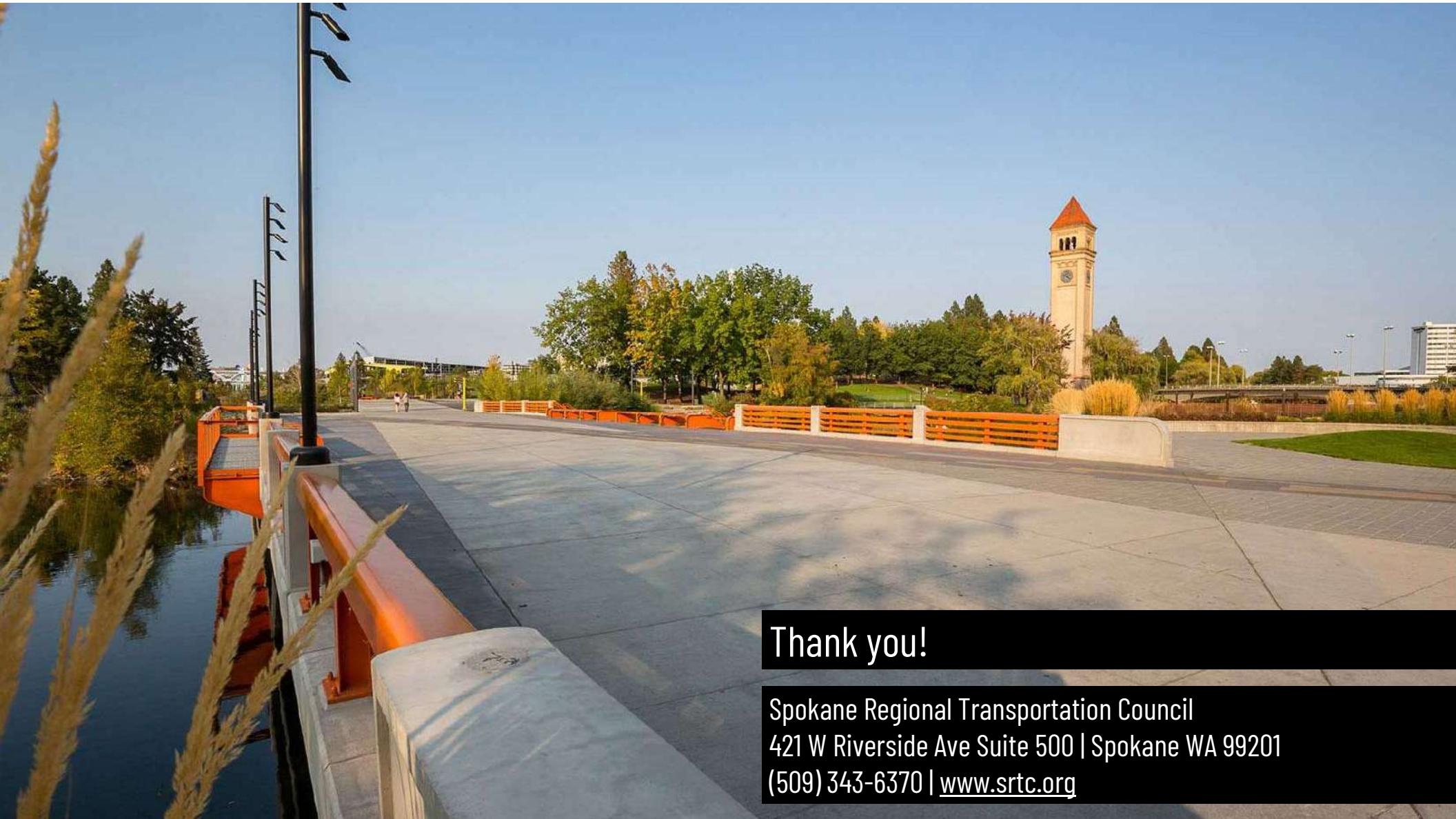


## Next Month's Decision

- 1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT HSIP target**
- 2. Commit to a quantifiable target for the metropolitan planning area**

# Next Steps

- Return to TTC and TAC for recommendation to SRTC Board
- SRTC Board action in January



Thank you!

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# Spokane Regional Transportation Council

**Regional VMT Reduction Framework Plan and  
Comprehensive Plan Review Manual Update**

SRTC Board of Directors 12/11/2025



# Project Scope

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- 1. Assess Approach to Regional Vehicle Miles Traveled (VMT) Reduction**
- 2. Update the Comprehensive Certification Process Checklist**
  - Includes a review of SB 5412 SEPA Categorical Exemptions

## Engage!

- Working Group
- Individual Meetings
  - WSDOT
  - Member Agencies

Washington State Department of Transportation. (2023). *Vehicle Miles of Travel (VMT) Targets – Final Report*. Retrieved from <https://wsdot.wa.gov/sites/default/files/2023-06/VMT-Targets-Final-Report-June2023.pdf>



# The Process

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- 1. Working Group Meetings** – February and May
- 2. Presentation to TTC and TAC** – May and Nov
- 3. Presentation to Policy Board** – June
- 4. Meeting with STA** – June
- 5. Meeting with WSDOT/Commerce** – July
- 6. Meeting with City of Spokane** – August
- 7. PTAC Meeting** – October

Review Drafts  
Distributed

May  
September



# VMT – State of the Practice

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**Jurisdictions are not required to establish per capita VMT reduction targets at the regional or local level.**

## Growth Management Act (GMA)

- ✓ Requires strategies in Comprehensive Plans to reduce GHG emissions and per capita VMT

## SB 5165

- ✓ Directed WSDOT to develop a process for establishing VMT reduction targets (In progress- for regional and local per capita VMT reduction target setting - excluding heavy duty vehicles)

# VMT Reduction- Align with Peers

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## Peer agencies are:

- Monitoring and improving VMT estimation capabilities
- Setting goals to reduce per capita VMT in support of the GMA climate change and resiliency mandatory elements
- Using the regional travel demand model and HPMS data to establish trends
- Awaiting further guidance from WSDOT

1. Whatcom County Council of Governments (WCOG)
2. Southwest Washington Regional Transportation Council (RTC)
3. Puget Sound Regional Council (PSRC)
4. Thurston Regional Planning Council (TRPC)

# SRTC Recommendations

Scenario/Year	2023	2035 Daily Per Capita VMT	2050 Daily Per Capita VMT
<b>Existing</b>	17.2	—	—
<b>Scenario 1: Trendline</b>	—	17.0	16.5
<b>Scenario 2: Meeting Statewide VMT Goals</b>	—	16.5	11.8
<b>Scenario 3: Horizon 2050 Forecast</b>	—	—	19.8

- ✓ Continue to annually monitor per capita VMT using HPMS data
- ✓ Establish regional goals and collaborate with local jurisdictions to identify strategies for reducing per capital VMT
- ✓ Await further guidance from WSDOT

# Comprehensive Plan Certification Manual Update

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Tool to facilitate the review of required elements under SRTC's purview

## SRTC's Role

- ✓ Certify that the **transportation elements** are consistent with:
  - Regional Transportation Plan
  - Growth Management Act Comprehensive Plan Mandatory Elements

# **GMA Changes Since Last Update**

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## **Growth Management Act (GMA) Consistency Review**

- Climate change and resiliency element: Support reductions in greenhouse gas emissions and per capita VMT
- More emphasis on ADA transition plans
- Identification of state and local system needs to equitably meet current and future multi-modal demands
- Multimodal level-of service (MMLOS) standards for all locally owned arterials, locally and regionally operated transit routes
- Inventory of active transportation facilities



# Other Legislation/Policies

## **SB 5165 - VMT Reduction**

- ✓ Directed **WSDOT** to develop a process for establishing VMT reduction targets

## **WSDOT 2024 Highway System Plan – Multimodal Level of Service**

- ✓ Adopted standards for **state facilities** remain in effect
- ✓ Local agencies required to incorporate standards for both the Highways of Statewide Significance and regional state highways

# Other Legislation/Policies

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## **State Environmental Policy Act (SEPA SB 5412) - Infill and housing development categorical exemption**

Allows proposed housing within urban growth boundaries to rely on environmental reviews completed at the comprehensive planning level rather than the individual project level

### **Cities and counties must:**

- Include an environmental analysis that considers the density and intensity of use and multimodal transportation impacts
- Consult with WSDOT

**RTPOs do not monitor or enforce SEPA actions, cities and counties are responsible for implementing and monitoring compliance**



# Updates to Checklist

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**Streamlined and added new questions to address GMA changes.**

## VMT Targets

- ✓ SRTC reviews for VMT reduction strategies as part of GMA

## Multimodal Level of Service (MMLOS)

- ✓ SRTC reviews for regional consistency and strategies to address deficiencies
  - SRTC sets regional MMLOS for **Non-HSS State-Owned Transportation Facilities**
  - Local agencies set and measure the MMLOS standards for **local** arterials and transit routes



# Updates to Checklist, cont.

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## SEPA SB 5412

- ✓ Added two questions to the checklist.

- 1) If an Infill and housing development categorical exemption is being request per [RCW43.12C.229](#), does the environmental analysis address the proposed use or density and intensity of use and analyze multimodal transportation impacts, including impacts to neighboring jurisdictions, transit facilities, and the state transportation system?
- 2) Is consultation with WSDOT on impacts to state-owned transportation facilities clearly documented, including any necessary mitigation?



# Next Steps

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- ✓ **SRTC Committees Recommendation – December**
- ✓ **SRTC Board Approval - January**

# **TAC Application & Selection Process**

**SRTC Board of Directors**

**Agenda Item 8**

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**Spokane  
Regional  
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# Overview

- Applications opened on October 13<sup>th</sup>
- Applications **were due on November 28<sup>th</sup>**
- Applications are being reviewed and positions will be offered by end of December.
- **Recruiting for six new members**
  - 4 permanent and 2 alternate positions open
- **7 applications received**

# Application Questions

- Followed established direction
- 14 Questions in various categories:
  - Demography
  - Geography
  - Professional Background/Expertise
  - Community Involvement
    - Other transportation groups
    - Community groups
  - Interest Areas
  - Regional transportation concerns
  - Goals



Spokane Regional  
Transportation Council

[2026-2027 TAC Membership Application](#)

# Selection Process

- SRTC internal review team
  - 4 staff
- Matrix of responses to assess:
  - Geographic diversity
  - Community representation
  - Professional experience and variety
  - Membership in other relevant groups/committees
  - Duplicity with other TAC members

**Professionals  
or  
Retired  
Professionals**

**“Regular”  
Citizens**

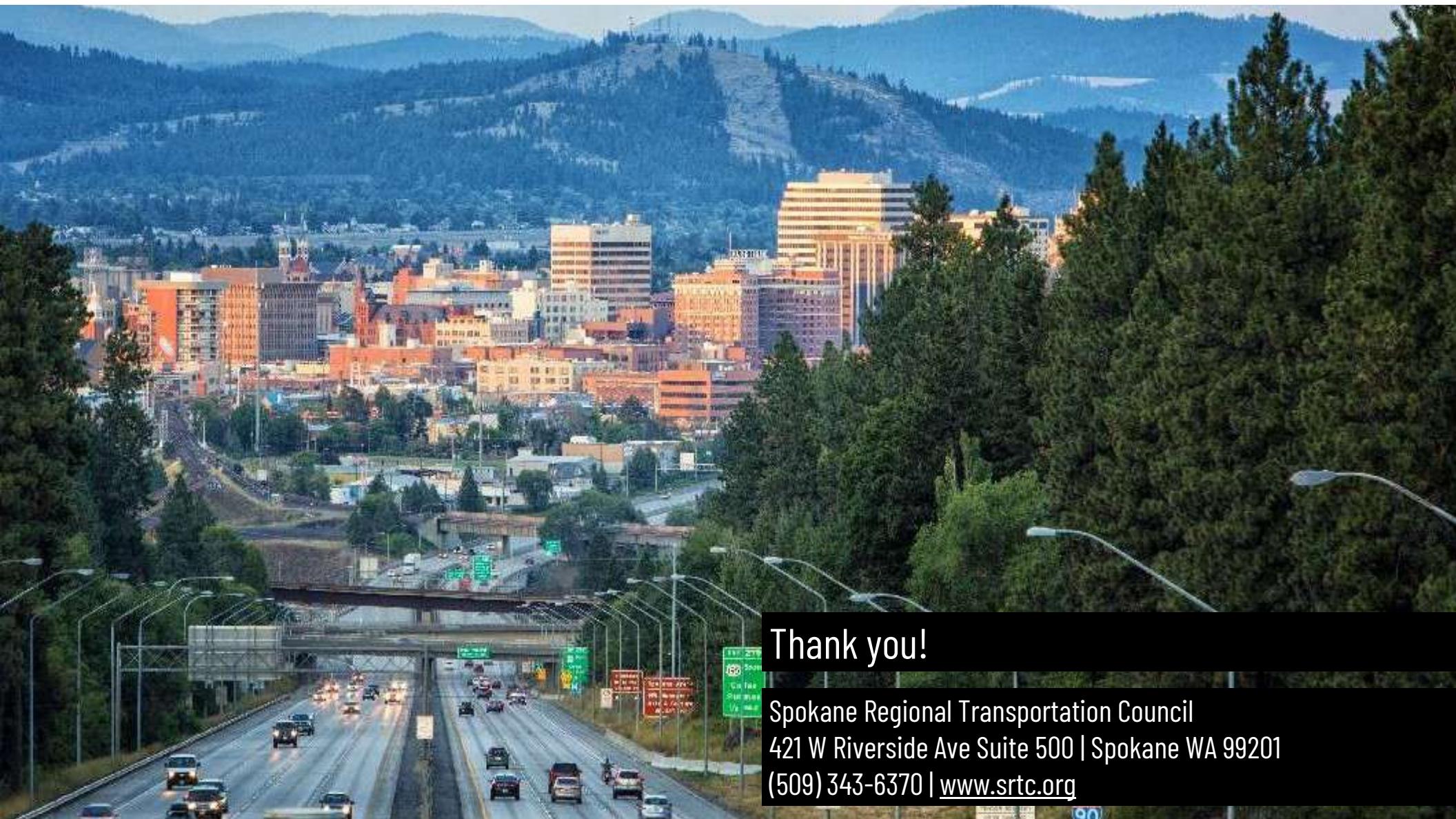
**Active  
Community  
Members  
or  
“Advocates”**

**Consultants  
or  
Engineers and  
Planners**

**Specific  
Interest Areas**

# In Conclusion

- Draft list of TAC members in January
  - Action item
- Attachment with details of all potential committee members
- Questions?



Thank you!

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