



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, December 17, 2025 at 3:00 PM

Hybrid In Person/Virtual Meeting

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

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

Meeting ID: 823 6088 3378 | Passcode: 674742

By Phone 1-253-215-8782

Meeting ID: 880 1169 5265 | Passcode: 807716

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

SRTC welcomes public comments at the Transportation Advisory Committee meetings.

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

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

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

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



Time Item # Page #

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

3:05 2 **Public Comments/TAC Member Comments/Chair Report on
September Board of Directors Meeting**

FOR ACTION

3:10 3 **Consent Agenda**

- a) November TAC Meeting Minutes 3
- b) Transportation Improvement Program (TIP) Amendment – January 12

3:15 4 **2026 Transportation Advisory Committee (TAC)
Officers Election** *(Chair/Ben Kloskey)* 18

3:20 5 **Vehicle Miles Traveled (VMT) Reduction Framework and
Comprehensive Plan Certification Final Report** *(Ryan Stewart)* 19

3:30 6 **Transportation Performance Management (TPM): PM1
– Safety Targets** *(Ben Kloskey & Michael Redlinger)* 20

3:40 7 **2026 Transportation Improvement Program (TIP)
Guidebook – Approval** *(Ryan Stewart)* 21

INFORMATION AND DISCUSSION ITEMS

3:50 8 **Guest Presentation: Target Zero Task Force** *(Spokane County)* **No Memo** N/A

4:05 9 **Electric Vehicle (EV) Charging Grant Closeout** *(Jason Lien)* 22

4:10 10 **FFY 2027-2032 National Highway Freight Program (NHFP)
Regional Priority Freight Project Lists – Draft** *(David Fletcher)* 23

INFORMATION: No Presentation

4:25 11 **Agency Update and Future Information Items** *(Ben Kloskey)*

4:30 12 **Adjournment** *(Chair)*



Transportation Advisory Committee Meeting Minutes

Wednesday, November 19, 2025- 3:00 pm

1 Call to Order/ Excused Absences

Mr. Vose called the meeting to order at 3:04 pm, and attendance was taken.

Excused Absence:

In attendance were:

Committee Members:

Michael Ankney (Vice Chair)
John Barber
Raychel Callary
David Eash
Charles Hansen
Carlie Hoffman
Katie Melby
Paul Vose (Chair)
Ann Winkler
Kim Zentz

Staff:

Eve McMenemy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coor.
David Fletcher
Principal Transp. Planner
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

Absent Members:

Mark Johnson

Guests:

Courtney Hamilton
Derrick Braaten
J-U-B Engineers



2 Public Comments

There were no public comments.

3 Member Comments

Mr. Barber expressed his appreciation to SRTC for the TAC celebration, and Mr. Kloskey thanked him for attending.

#4 Chair Report on SRTC Board Meeting

Mr. Vose gave a brief overview of November's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. October TAC Meeting Minutes

Mr. Barber moved to approve the Consent Agenda as presented. Ms. Zentz seconded the motion. The motion was passed unanimously.

4 Horizon 2050 – Approval

Mr. Lien presented the requested action for committee recommendation on Horizon 2050, SRTC's Metropolitan Transportation Plan and Regional Transportation Plan. He explained that the plan fulfills both federal MPO and state RTPO functions. He noted that draft versions have been available in packets since September and that the version linked in the meeting materials reflects recent updates.

He highlighted key updates incorporated throughout Horizon 2050. These include refreshed guiding principles, updated regional activity centers, and a revised financial forecast through the planning horizon year of 2050. He noted that the updated revenue projections influenced program funding targets. The regionally significant project list was also revised, with many projects carried over from Horizon 2045, some removed, and some newly added. Additional updates were completed across all chapters—including updated text, data, and appendices. He specifically pointed to the updated system performance report, which documents performance measures and system performance outcomes.

The draft plan was released for a 30-day public comment period beginning after the October board meeting and closing on November 10. An open house was held on October 21 as part of that outreach. The comments received during this period informed several minor adjustments, which are reflected in the current draft.

He then provided an overview of the feedback submitted. Washington State DOT, STA staff, Community Smart Northwest, and State Parks submitted comments that largely resulted in minor edits or clarifications. A citizen comment encouraged greater investment in intelligent transportation technologies and better signal coordination across jurisdictions. Approximately 20 of the roughly 90 total comments expressed opposition to light rail to North Idaho; Mr. Lien clarified that such a project is not included in Horizon 2050 and appears to stem from a



misunderstanding of the plan's contents. Three project-specific comments were also noted: STA requested a revised western terminus for the Appleway Bus Rapid Transit line based on updated planning; one citizen objected to the Barker Road capacity projects near the I-90 interchange and recommended redirecting funds to other improvements; and WSDOT clarified that Spokane Valley—not WSDOT—should be identified as the sole responsible agency for the Barker Road I-90 interchange project.

All comments and SRTC's responses are documented in Appendix A of the plan. Mr. Lien concluded by stating that the committee's recommendation would advance to the Board of Directors for action at its December 11 meeting.

Members expressed appreciation for both the plan's outcomes and the work that supported its development. Ms. Callary noted her enthusiasm for several of the final projects, observing that they will strengthen walkability and create new connections between neighborhoods and nearby businesses. Ms. Zentz commended the public outreach process, stating that it reached communities and locations that had not typically been engaged in past cycles and thanked staff for the breadth of effort. Mr. Lien added that he was pleased with how the plan came together, acknowledging the substantial work contributed by SRTC staff, partner agencies, and the public engagement team. He highlighted that committee and board input played an important role and expressed appreciation for the collective effort that supported the plan's completion.

Ms. Zentz made a motion to recommend the approval of Horizon 2050 as presented. Mr. Hansen seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 2026 Transportation Improvement Program (TIP) Guidebook – Draft

Mr. Stewart opened the discussion by clarifying that the 2026 TIP Guidebook was on the agenda for information and discussion, rather than action, to allow for additional conversations with committees and the TIP working group. He noted that the draft document had been linked in the meeting packet and encouraged members to review it in detail. He reminded the committee that the TIP Guidebook serves as the overarching programming guidance for the region, providing direction to committees and the board on project inclusion, amendments, and administrative modifications, and emphasized its importance for local TIP managers in meeting critical deadlines.

Mr. Stewart summarized key revisions to the guidebook, including updates to the definition of regionally significant projects, removal of the requirement for regional air quality transportation conformity determinations, updates to project selection to reflect the 2025 call for projects, and inclusion of the schedule for developing the next TIP covering 2027–2030. He also highlighted updates to the congestion management process and emphasized the schedules for submitting amendments and administrative modifications. He explained that Policy 4.4, which allows for an automatic two-year extension if a project phase is delayed, was under review because the two-year extension could jeopardize the region's ability to meet



annual obligation targets, which impacts potential additional funding. He noted that staff had discussed narrowing the extension to a one-time, one-year extension for right-of-way and construction phases, with a March 1 deadline for requests, while allowing flexibility if a sponsor can advance another project or phase to maintain the obligation target.

Mr. Stewart responded to questions from committee members to clarify these revisions. In response to Mr. Barber, he confirmed that if a sponsor misses the March 1 deadline for an extension, notification is critical, and staff would work to balance the program as possible, but projects that fail to meet the deadline could risk not receiving an extension. Ms. Zentz asked whether everyone understood the parameters for successfully obligating another project under the open-ended language, and Mr. Stewart acknowledged that while the language allows some flexibility, TIP managers generally understand the requirements and value of this approach. Ms. Hoffman asked about legal implications if the language remained vague without a hard deadline, and Mr. Stewart indicated that there are no known legal requirements prohibiting flexible language, although any board-adopted policy could be subject to legal interpretation if challenged.

Mr. Stewart concluded by noting that Policy 4.5 allows for additional board-approved extensions, with funding returning to the region if the board does not grant the request. He emphasized that the intent of these policies is not punitive but to maintain flexibility while ensuring the region meets its obligation targets. He outlined next steps, including further discussion at the December TIP working group, refinement of the guidebook language, updates to the board, and returning to the committee next month to seek a recommendation for board approval in January.

6 Transportation Performance Management (TPM): PM1 – Safety Targets

Mr. Kloskey provided an update on Spokane Regional Transportation Council's (SRTC) Transportation Performance Management (TPM) efforts, focusing on Performance Measure 1 (safety). TPM, established under MAP-21 and the FAST Act, uses a data-driven, performance-based approach to improve accountability and align resources with measurable targets for safety, reliability, and efficiency. In Washington, safety targets align with Target Zero, the state's goal to eliminate traffic fatalities and serious injuries by 2030. Programs such as the Highway Safety Improvement Program fund projects proven to reduce crash risks. States set annual safety targets for five measures: fatalities, fatalities per 100 million vehicle miles traveled (VMT), serious injuries, serious injuries per 100 million VMT, and non-motorist fatalities and serious injuries. MPOs may support the state's targets or adopt separate regional targets, which requires additional reporting.

Mr. Kloskey presented recent data showing that the statewide 2026 targets include fewer than 471 fatalities, a fatality rate of 0.8 per 100 million VMT, fewer than 2,023 serious injuries, a serious injury rate of 3.476 per 100 million VMT, and fewer than 467 non-motorist fatalities and serious injuries. Regionally, SRTC's portion of the 2026 targets includes fewer than 36 fatalities, 0.9 fatalities per 100 million VMT, fewer than 142 serious injuries, 3.769 serious injuries per 100 million VMT, and 42.7 non-motorist fatalities and serious injuries. While statewide measures



have trended upward over the past decade, 2024 showed slight improvements in most categories.

During discussion, Mr. Barber asked whether specific factors are driving the increase in safety incidents. Mr. Kloskey noted that speed, substance use, and distraction are the primary contributors, varying by age group. Ms. Callary raised concerns that enhanced pedestrian crossings may unintentionally reduce awareness that pedestrians can legally cross at any marked or unmarked crosswalk. Ms. Zentz asked about barriers to additional lighting, noting potential financial or jurisdictional constraints, and also questioned the impact of declining driver education programs, particularly in Idaho. Mr. Kloskey noted that behavior change is central to improving safety and that ongoing efforts include education campaigns targeting pedestrians and drivers.

Mr. Kloskey concluded by highlighting the Regional Safety Action Plan, adopted in 2024, which aims for a 50% reduction in fatal and serious injury crashes by 2030 on the high-injury network and zero fatal and serious injury crashes in the planning area by 2042. Data and targets will be reassessed every four to five years. Historically, SRTC has recommended aligning regional planning with the state's targets, though this may be reconsidered as the 2030 Target Zero deadline approaches. A December board discussion will seek a recommendation on whether to adopt regional targets or continue supporting state targets, with board action expected in early 2026.

7 2026 Transportation Advisory Committee (TAC) Officers Election

Mr. Vose and Mr. Kloskey provided an overview of the upcoming Transportation Advisory Committee (TAC) officer elections for 2026. They noted that the TAC, established under the 2021 interlocal agreement as a standing committee of the SRTC Board, follows bylaws requiring annual election of a chair and vice chair. The chair may serve no more than two consecutive one-year terms, and the vice chair may succeed the chair upon completion of their term or a vacancy. Any vacancies are filled through nomination and a majority vote of TAC members.

During discussion, members were invited to express interest in the chair and vice chair positions. Mr. Vose shared personal reflections on serving as chair, emphasizing the supportive role of SRTC staff and encouraging members to consider stepping into leadership roles. Mr. Kloskey confirmed that the current vice chair, Mr. Ankney, is interested in serving as chair. Members were reminded that formal elections will occur in December and were encouraged to reach out to staff or current officers with questions.

The discussion also highlighted ongoing efforts to expand committee membership and increase diversity. In response to a question about technical recruitment, Mr. Kloskey noted that the recruitment period continues until November 28 and encouraged members to share the opportunity to broaden participation.

8 Vehicle Miles Traveled (VMT) Reduction Framework and Comprehensive Plan



Certification Final Report

Mr. Stewart provided an update on the VMT Reduction Framework and related comprehensive plan certification work, noting this effort began in May–June and has since involved extensive coordination with member jurisdictions, consultants, and advisory committees. He explained that the state legislature tasked WSDOT with developing strategies to reduce greenhouse gas emissions, recognizing that lowering vehicle miles traveled is a major component of that work. After producing an initial statewide report, the legislature allocated additional funding to regions, acknowledging that needs vary significantly between areas like central Puget Sound, Spokane, Tri-Cities, and southwest Washington. SRTC used its allocation to advance a regional VMT framework and update its comprehensive plan certification process.

Mr. Stewart recapped the project’s scope: establishing a VMT reduction framework for the Spokane region and aligning it with new Growth Management Act requirements that local jurisdictions must address in their 2026 comprehensive plan updates. He described the working group meetings, technical presentations to SRTC committees, and one-on-one meetings with local staff. Feedback from the Planning Technical Advisory Committee helped shape the May draft into a refined September version.

He summarized findings from the state-of-practice review conducted with Kittelson & Associates, which examined approaches in Washington and in states with more established GHG-reduction programs. While statewide legislation outlines expectations, he noted that regions are not yet required to set specific VMT targets. Many peer MPOs are improving their data and modeling tools while awaiting further state guidance. SRTC uses a blend of regional travel model data, HPMS data, and passive mobility datasets, though each comes with limitations. Until consistent, high-quality data is available, the recommendation is to provide jurisdictions with monitoring information, support their plan updates, and wait for clearer state direction before establishing regional targets.

Mr. Stewart briefly revisited the scenario analysis presented in May. Aligning directly with statewide targets would imply nearly a 50% reduction in per-capita VMT—an unrealistic outcome for a region with lower density and different transit conditions. Forecasting based on Horizon 2050 land use instead shows per-capita VMT increasing to around 20 daily miles. Based on this, the team recommends continuing monitoring rather than setting targets prematurely.

He then outlined updates to the comprehensive plan certification process. Under the Growth Management Act, SRTC must certify that local transportation elements—and related components such as land use—are consistent with the Regional Transportation Plan and mandatory GMA elements. New requirements include climate change and resiliency strategies, per-capita VMT monitoring, ADA transition planning, equity and multimodal provisions, and locally developed multimodal level of service standards. SRTC reviews these elements for inclusion but does not prescribe specific methodologies.

Mr. Stewart also reviewed changes under SB 5412, which allow certain housing types—such as



infill and middle housing—to bypass SEPA review at the development proposal stage if analyses are addressed at the comprehensive plan level. This shifts impact evaluation to a more conceptual level, requiring modeling assumptions rather than project-specific details. He clarified that while SRTC receives SEPA checklists for information, cities and counties remain responsible for SEPA enforcement and coordination with WSDOT.

During the discussion, Ms. Zentz asked how SRTC determines vehicle occupancy in its calculations and whether age cohorts affect the per-capita methodology. Mr. Stewart explained that the model accounts for person throughput rather than relying solely on vehicle counts, and age cohorts can be considered in the demographic inputs. He added that the model remains under refinement as new datasets become available.

Mr. Barber asked whether the emphasis on reducing VMT is primarily tied to air quality benefits, and whether increasing adoption of electric and hybrid vehicles changes that relationship. Mr. Stewart clarified that while reductions in tailpipe emissions remain a major factor, VMT reductions are also linked to broader environmental considerations, including particulate pollution from tire wear, heavier vehicle weight, and other non-tailpipe sources. He emphasized that VMT is only one strategy among many, and that the largest long-term influence on emissions and travel behavior comes from land-use patterns that support shorter trips, walking, transit access, and overall reduced reliance on personal vehicles.

9 FFY 2027-2032 National Highway Freight Program (NHFP) Project Solicitation and Selection Process

Mr. Fletcher provided an overview of the recently announced FFY 2027–2032 National Highway Freight Program (NHFP) project solicitation by WSDOT, outlining funding levels, project eligibility, and the evaluation and selection process. He explained that the NHFP provides federal funding to improve freight efficiency on the National Highway Freight Network (NHFN), with an estimated \$11 million per year available for local projects, totaling roughly \$55 million over the program period. He noted that funding is contingent on continued reauthorization of the IIJA, which expires next year, but anticipated that reauthorization will occur in a similar form.

Mr. Fletcher described the solicitation process, which requires MPOs to submit consolidated regional lists of freight investment priorities for consideration. He emphasized that this federal process is distinct from the state-funded Freight Mobility Strategic Investment Board (FMSIB) call for projects, although both target freight projects and local agencies may consider leveraging funding from both sources. Unlike the FMSIB process, NHFP projects must be submitted through the MPO. Referring to the 2022 cycle, he noted that four of six previously submitted projects received nearly \$9 million in funding, exceeding the region's proportionate share based on both population and NHFN lane miles.

He reviewed project eligibility requirements, including clear benefits to freight transportation, readiness to obligate funds during 2027–2032, and eligible activities such as preliminary engineering, right-of-way acquisition, and construction, with a required 13.5% non-federal



match. Mr. Fletcher also discussed evaluation criteria, aligning with WSDOT's six statewide transportation goals: preservation, safety, stewardship, economic vitality, mobility, and the environment, noting that bonus points are available for projects providing truck parking benefits or network redundancy. He proposed using the same evaluation criteria as in 2022, given their prior success in securing funding, and invited input from the committee.

Projects will be identified through the SRTC Unified List and Horizon 2050, while local agencies may submit additional projects that meet the criteria. Mr. Fletcher reviewed the proposed schedule: criteria will be presented to committees later this month, a draft regional priorities list will be returned in December for committee review, the Board will receive the draft in January, and the final list will be presented for approval in February to meet WSDOT's February 27 submittal deadline.

Committee members asked clarifying questions regarding project benefits, process overlap, and timelines. Mr. Barber noted that many proposed projects could benefit multiple modes beyond freight, and Mr. Fletcher confirmed that the evaluation criteria allow projects that support other modes, such as active transportation, transit, or general vehicular traffic, to score competitively if they also advance freight efficiency. Ms. Zentz asked about the role of FHWA and the state's Freight Mobility Strategic Investment Board (FMSIB), and Mr. Fletcher explained that the NHFP is federally funded and managed separately from state-funded FMSIB projects, though both programs support freight improvements. Ms. Zentz observed that some duplication exists between processes but agreed that the NHFP process is thorough. Mr. Vose commented that the solicitation timeline seems short, highlighting the need for careful coordination to meet deadlines.

10 Transportation Advisory Committee (TAC) Application and Selection

Mr. Kloskey provided an overview of the application and selection process for new members of the Transportation Advisory Committee (TAC). He noted that the application period opened on October 13 and will close on November 28, with review and scoring of applications planned for mid to late December. Invitations to join the committee will be sent following that review. The committee is recruiting six new members, including four permanent members and additional alternates, as recently approved through a bylaw amendment.

The application consists of 14 questions covering standard information, including demographics, geographic representation, professional background, community involvement, and other regional considerations. Applications are available on the SRTC website and via staff email, with assistance provided for applicants who may need support, including individuals from the blind community.

The selection process involves a review by Mr. Kloskey and three colleagues. Rather than assigning numeric scores, they evaluate applications based on factors such as diversity of profession, geographic representation of residence and workplaces, and minimizing overlap with existing committee members. Once applicants providing the most benefit to the committee are identified, they will be notified, and the list of selected members will be



presented to the Board of Directors in January for approval of the roster for the following two years.

Mr. Kloskey noted that six applications have been received to date, with additional submissions expected, ensuring that all open positions will be filled and the committee will maintain a full roster of 16 members. He encouraged committee members to share the application opportunity with potential candidates and offered to answer any questions regarding the process.

There were no questions or comments.

INFORMATION (NO PRESENTATION)

8 Agency Update

Mr. Kloskey provided agency updates to the Technical Advisory Committee. He noted that Executive Director Lois Bollenback was unable to attend due to illness and expressed her appreciation for the committee members' time and commitment.

He highlighted the City of Airway Heights' draft ADA Transition Plan and encouraged committee members to participate in the public engagement process. The plan aims to identify physical barriers in public facilities, including sidewalks, curb ramps, shared-use paths, parks, and city buildings, and outlines methods to achieve ADA compliance and priority projects aligned with the 2023 Comprehensive Plan. Comments on the draft plan are being accepted through November 2025, and Mr. Kloskey offered to connect interested members with the city engineers leading the effort.

Mr. Kloskey also emphasized that the committee's work benefits both the region and its members. He invited members to suggest topics for presentations or discussions, either during member comments or via email, to ensure their interests are addressed in future meetings. He concluded by noting that members were welcome to stay for refreshments and socializing and reminded the committee that the next meeting is scheduled a week earlier than usual, on December 17.

There being no further business, the meeting was adjourned at 4:20 PM

Anadia Grier, Clerk of the Board



To: Transportation Advisory Committee
From: Ben Kloskey, Associate Transportation Planner II
Topic: Transportation Improvement Program (TIP) Amendment – January

Requested Action:

Recommend SRTC Board approval of the January amendment to the CY 2026-2029 TIP.

Key Points:

There are 18 projects included in the January amendment to the CY 2026-2029 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY	PROJECT
City of Airway Heights	Garfield Road/US 2 Roundabout Project
City of Airway Heights	US 2 Phase I Pedestrian & Multimodal Enhancements
City of Spokane	Wellesley Ave. - Freya to Havana
City of Spokane	Arterial Pedestrian Hybrid Beacons
City of Spokane	US 195 / Meadowlane
City of Spokane	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path
City of Spokane	Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay
City of Spokane	Riverside, 1st Ave, Sprague Bridges Deck Rehab
City of Spokane	Ash St. – Maple St. – Monroe St. Grind & Overlay
City of Spokane	29th Ave. – Sprague Ave. Grind & Overlay
Spokane County	Cheney Spokane Road Bridge No. 2404 Deck & Barrier Rehab
Spokane County	2023 Horizontal Curve Signing
City of Spokane Valley	South Barker Road Corridor (I-90 to Appleway)
City of Spokane Valley	Argonne I-90 Bridge (PE Only)
City of Spokane Valley	Sprague Preservation (Phase 2 - University to Bowdish)
City of Spokane Valley	Sullivan Preservation - Spokane River to Kiernan
City of Spokane Valley	Sullivan/Trent Interchange
City of Spokane Valley	S Sullivan Rd. Preservation

Board/Committee Discussions:

This is the first discussion of the January 2026 TIP Amendment.

Public Involvement:

The proposed January amendment was published for a public review and comment period from 12/08/25 through 12/17/25. On 12/08/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. All comments received will be provided to the Board prior to action.

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

2026-2029 Transportation Improvement Program

January Amendment (26-01)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Airway Heights WA-16247	Garfield Road/US 2 Roundabout Project Right of way phase removed as it was previously obligated. Federal and local funds ratio adjusted.	Federal (DEMO)	\$1,730,741
		State (TIB)	\$1,842,524
		Local	\$1,946,235
		Total	\$5,519,500
City of Airway Heights WA-16801	US 2 Phase I Pedestrian & Multimodal Enhancements Updated expenditure schedule to reflect PE phase being obligated in 2023. Removed CN phase as it was not fully funded. Shifted Sandy Williams Reconnecting Communities funds to cover 90-100% PE remaining.	Federal (STBG(UL))	\$387,637
		State (OTHER)	\$417,798
		Local	\$0
		Total	\$805,435
City of Spokane WA-14715	Wellesley Ave. - Freya to Havana Project being removed from the TIP due to full project obligation.	Federal ()	\$0
		State	\$0
		Local	\$0
		Total	\$0
City of Spokane WA-14954	Arterial Pedestrian Hybrid Beacons Project being removed from the TIP due to full project obligation.	Federal ()	\$0
		State	\$0
		Local	\$0
		Total	\$0

City of Spokane WA-14712	US 195 / Meadowlane Project being removed from the TIP due to full project obligation.	Federal ()	\$0
		State	\$0
		Local	\$0
		Total	\$0
City of Spokane WA-08171	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path Project being removed from the TIP due to full project obligation.	Federal ()	\$0
		State	\$0
		Local	\$0
		Total	\$0
City of Spokane WA-15417	Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay Scope change removing one vehicular travel lane Northbound to accommodate a new buffered bike lane. The project also added water line replacements along the project boundary and extending beyond the initially identified termini. This project is programmed for construction in 2026.	Federal (STBG(UL))	\$703,650
		State	\$0
		Local	\$234,550
		Total	\$938,200
City of Spokane WA-16874	Riverside, 1st Ave, Sprague Bridges Deck Rehab (NEW) New project being added to the TIP. Deck rehabilitation and thin concrete overlay. Replacement of concrete / HMA joint seals.	Federal (BR)	\$1,425,000
		State	\$0
		Local	\$186,191
		Total	\$1,611,191
City of Spokane WA-16840	Ash St. – Maple St. – Monroe St. Grind & Overlay (NEW) New project being added to the TIP. Grind and overlay, crack seal, pavement repair, upgrade curb ramps, and add high visibility crosswalks.	Federal (NHPP)	\$5,922,000
		State	\$0
		Local	\$1,045,000
		Total	\$6,967,000
City of Spokane WA-16841	29th Ave. – Sprague Ave. Grind & Overlay (NEW) New project being added to the TIP. Grind and overlay, crack seal, pavement repair, and upgrade curb ramps. Fog seal TWLTL on 29th. Add enhanced pedestrian crossings on Sprague in vicinity of transit stops. Add high visibility crosswalks at signalized intersections.	Federal (NHPP)	\$4,356,000
		State	\$0
		Local	\$769,000
		Total	\$5,125,000

Spokane County C3351	Cheney Spokane Road Bridge No. 2404 Deck & Barrier Rehabilitation (NEW) New project being added to the TIP. Bridge deck and barrier rehabilitation.	Federal (BR)	\$4,626,240
		State	\$0
		Local	\$559,760
		Total	\$5,186,000
Spokane County C3328	2023 Horizontal Curve Signing Project being removed from the TIP due to full project obligation.	Federal ()	\$0
		State	\$0
		Local	\$0
		Total	\$0
City of Spokane Valley WA-16495	South Barker Road Corridor (I-90 to Appleyway) Project being removed from TIP due to full obligation of available funding.	Federal ()	\$0
		State	\$0
		Local	\$0
		Total	\$0
City of Spokane Valley WA-16856	Argonne I-90 Bridge (PE Only) Project was misclassified as a planning (PL) phase only and had to be reentered into the TIP to correctly identify the project as a preliminary engineering (PE) project phase, due to the completion and full obligation of the previous PL phase. Funding now includes FMSIB award.	Federal (HIP, STBG(UL))	\$1,297,500
		State (Freight Mobility)	\$2,000,000
		Local	\$4,429
		Total	\$3,301,929
City of Spokane Valley WA-16698	Sprague Preservation (Phase 2 - University to Bowdish) Program years revised to reflect 2026 PE phase.	Federal (STBG(UL))	\$1,350,000
		State	\$0
		Local	\$936,802
		Total	\$2,286,802
City of Spokane Valley WA-15428	Sullivan Preservation - Spokane River to Kiernan Right-of-way (RW) phase removed as it was not needed.	Federal (STBG(UL))	\$1,339,759
		State	\$0
		Local	\$2,910,241
		Total	\$4,250,000

City of Spokane Valley WA-13031	Sullivan/Trent Interchange Removed the fully obligated PE phase.	Federal (DEMO)	\$2,650,000
		State	\$0
		Local	\$413,584
		Total	\$3,063,584
City of Spokane Valley WA-15717	S Sullivan Rd. Preservation Project added \$178,000 of unobligated federal funds and updated project phases.	Federal (NHPP)	\$3,465,000
		State	\$0
		Local	\$2,071,947
		Total	\$5,536,947

STBG(UL)-Surface Transportation Block Grant (Urban Large) | NHPP-National Highway Performance Program | DEMO-Congressionally directed spending | HIP-Highway Improvement Program | BR-Bridge Program | OTHER - In this instance, OTHER refers to a Sandy Williams Reconnecting Communities award



Topic: CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT - JANUARY

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 2050, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2050.
- Consistency with Horizon 2050 includes a demonstration of financial constraint, the congestion management process, and the complete streets policy. The proposed January amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2050.
- 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 January amendment will be incorporated into the STIP on or around 02/20/2026.



To: Transportation Advisory Committee
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: 2026 Transportation Advisory Committee (TAC) Officers Election

Requested Action:

Recommend new TAC officers to the SRTC Board of Directors.

Key Points:

- The SRTC [Transportation Advisory Committee Bylaws](#) state that the TAC shall annually select and recommend to the SRTC Board of Directors one of its members to serve as Chair and one to serve as Vice Chair for a one-year term.
- The TAC Chair will preside over TAC meetings and represent the group on the Board of Directors. The TAC Vice Chair will perform all duties of the Chair in their absence. The Bylaws provide a description of Chair and Vice Chair responsibilities.
- The committee shall recommend by majority vote the TAC Chair and Vice Chair to the SRTC Board for approval.
- New TAC officers will be seated at the SRTC Board meeting in January 2026 and begin presiding over the committee during the January TAC meeting.

Board/Committee Discussions:

The TAC discussed the officer election process at their November 2025 meeting.

Public Involvement:

SRTC Committee and Board meetings are open to the public.

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



To: Transportation Advisory Committee
From: Ryan Stewart, Principal Transportation Planner
Topic: Vehicle Miles Traveled (VMT) Reduction Framework and Comprehensive Plan Certification Final Report - Approval

Requested Action:

Recommend Board approval of the VMT Reduction Framework and Comprehensive Plan Certification Final Report.

Key Points:

- The Vehicle Miles Traveled (VMT) Reduction Framework and Comprehensive Plan Certification Process Update project is an effort to monitor VMT per capita and update comprehensive plan certification elements.
- The project has resulted in a [draft VMT reduction framework](#).
- At this time, staff are **not** recommending SRTC set regional VMT per capita reduction targets.
- The project has also resulted in recommendations for updating [SRTC's Comprehensive Plan Certification Process](#), including a revised checklist.
- The checklist will be used to document the certification of comprehensive plan's conformity with the Growth Management Act transportation element requirements and consistency with the regional transportation plan, Horizon 2050.

Board/Committee Discussions:

The VMT Reduction Framework and Comprehensive Plan Certification Process Update project was presented at the 03/13/25 and 12/11/25 Board meetings. The information was also presented to the TAC and TTC at the 02/26/25, 05/28/25 and 11/19/25 committee meetings.

Public Involvement:

All Board and committee meetings where the VMT Reduction Framework and Comprehensive Plan Certification Process Update project is discussed are open to the public.

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



To: Transportation Advisory Committee
From: Ben Kloskey, Associate Transportation Planner II
Topic: Transportation Performance Management (TPM): PM1 – Safety Targets

Requested Action:

Recommend that the SRTC Board agree to plan and program projects which contribute to the accomplishment of WSDOT HSIP targets.

Key Points:

- Pursuant to 23 CFR 924, State Departments of Transportation (DOTs) are required by the Federal Highway Safety Improvement Program (HSIP) to support statewide safety performance targets or to set separate numerical targets for their respective planning areas annually for the following:
 1. Number of fatalities
 2. Rate of fatalities per 100 million VMT (Vehicle Miles Traveled)
 3. Number of serious injuries
 4. Rate of serious injuries per 100 million VMT
 5. Number of non-motorized fatalities and non-motorized serious injuries.
- In February 2025, the SRTC Board approved a resolution agreeing to plan and program projects which contribute to the accomplishment of WSDOT statewide performance targets for safety.
- Target Zero is WSDOT's plan to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030.
- The Board will be asked to take action on safety targets on 01/08/2025.
- SRTC has adopted separate regionwide safety targets through its Regional Safety Action Plan, adopted by the SRTC Board on September 12, 2024. Supporting statewide targets does not change SRTC's regional safety efforts or priorities.

Board/Committee Discussions:

The TTC and TAC discussed this item at their 11/19/2025 meeting, and the Board discussed PM 1 at their 12/11/2025 meeting. The Board last adopted PM 1 targets at their 02/13/2025 meeting.

Public Involvement:

All SRTC Board and Committee meetings at which Transportation Performance Management (TPM) target setting is discussed are open to the public.

Staff Contact: Michael Redlinger, SRTC | mredlinger@srtc.org | 509.343.6370
Ben Kloskey, SRTC | bkloskey@srtc.org | 509.343.6370



To: Transportation Advisory Committee
From: Ryan Stewart, Principal Transportation Planner
Topic: 2026 Transportation Improvement Program (TIP) Guidebook – Approval

Requested Action:

Recommend Board approval of the 2026 TIP Guidebook.

Key Points:

- The SRTC TIP Guidebook establishes goals and objectives for the TIP, outlines specific programming policies, provides critical TIP timelines, and details other TIP-related information.
- The TIP Guidebook is a programming resource for SRTC member agencies, the Board of Directors, and advisory committee members.
- The initial TIP Guidebook was developed in 2013 and is updated yearly to incorporate new schedules, procedures, and programming policies.
- Changes to the draft 2026 TIP Guidebook include:
 - Revisions to the definition of Regionally Significant projects to remove transportation air quality conformity requirements.
 - Revision to the Project Selection section to reflect the 2025 Call for Projects.
 - Updates to the 2027-2030 TIP development schedule.
 - Revisions to the Congestion Management Process section to reflect the updates in the CMP that was approved by the SRTC Board earlier this year.
 - A change to Policy 4.4 regarding one-time extensions if a project will not meet its targeted obligation date.
 - Updates to the amendment and administrative modification schedules.
- The draft 2026 TIP Guidebook document is available on the [SRTC website](#).

Board/Committee Discussions:

The draft 2026 TIP Guidebook was presented to the TAC and TTC at their 10/22/25 and 11/19/25 meetings and to the Board at their 11/13/25 and 12/11/25 meetings.

Public Involvement:

All SRTC Board and Committee meetings at which the draft 2026 TIP Guidebook is discussed are open to the public.

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



To: Transportation Advisory Committee
From: Jason Lien, Principal Transportation Planner
Topic: Electric Vehicle (EV) Charging Grant Closeout

Requested Action:

None. For information and discussion.

Key Points:

- In January 2021, SRTC received a grant award from the WA Department of Commerce to fund the installation of electric vehicle charging infrastructure at 50 locations throughout our planning area. In June 2021, the SRTC Board approved a motion that allowed the Executive Director to negotiate and execute a contract with the Department of Commerce for the Electrification grant.
- Grant funding for this activity totaled \$2.5 million and is complemented with matching funds provided by Avista and STA, with SRTC acting as grant manager. The project contract end date is December 31, 2025.
- In total, 31 sites have been constructed and are in service. The number of sites completed is less than the original proposal; however, a contract amendment was executed in 2024 that scaled down the total number in light of unanticipated challenges with several site hosts. The project added significant charging capacity across the region, including public Level 2 and DCFC charging as well as city fleet and STA bus charging. Avista and STA were key partners in the overall success of the project.

Board/Committee Discussions:

The Board established support for SRTC's role as grantee in 2020 and approved execution of the project contract in 2021. A project update was last given to the committees and Board in Summer 2024.

Public Involvement:

All TTC and TAC meetings are open to the public. As part of the contract, an EV educational display was created that was exhibited in area libraries.

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



To: Transportation Advisory Committee
From: David Fletcher, Principal Transportation Planner
Topic: FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Draft

Requested Action:

None. For information and discussion.

Key Points:

- The Washington State Department of Transportation (WSDOT) has announced the upcoming FFY 2027–2032 National Highway Freight Program (NHFP) project solicitation and selection process. Additional information is available on [WSDOT’s NHFP webpage](#).
- WSDOT is requesting that each MPO/RTPO submit a consolidated list of regional freight investment priorities that align with statewide priorities and meet NHFP eligibility requirements, as defined in [23 U.S.C. § 167\(h\)\(5\)](#). Regional lists and individual project submittals are due to WSDOT by February 27, 2026.
- Since briefing the committee on the process at its 11/19/2025 meeting, SRTC staff has worked with local agency staff to develop an initial list of projects for evaluation as potential regional freight investment priorities.
- The initial list of projects and evaluation criteria are included in the **Supporting Information**. The evaluation results and resulting draft list of regional freight investment priorities will be presented at the meeting for review and feedback.

Board/Committee Discussions:

The TTC and TAC received an initial briefing on the 2027–2032 NHFP project solicitation process at their meetings on 11/19/2025. The SRTC Board was briefed on the process at its meeting on 11/13/2025.

Public Involvement:

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

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



Topic: FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Draft

Projects for Evaluation and Potential Inclusion in the SRTC Regional Freight Investment Priorities List

Project	Agency
21 st Ave Improvements, Phase 1 Garfield Rd to Hayford Rd	City of Airway Heights
Latah Bridge Rehabilitation Design Only	City of Spokane
Inland Empire Way Northbound Only	City of Spokane
Monroe St Bridge	City of Spokane
South Barker Rd Corridor	City of Spokane Valley
Argonne Bridge at I-90	City of Spokane Valley
Sullivan/Trent Interchange	City of Spokane Valley
Barker/I-90 Interchange	City of Spokane Valley
Argonne Rd Freight, Active Transportation & Safety Project 1 Wellesley to Columbia Pavement Rehabilitation	Spokane County
Argonne Rd Freight, Active Transportation & Safety Project 2 Reconstruct Argonne Rd/Upriver Dr Intersection	Spokane County
Argonne Rd Freight, Active Transportation & Safety Project 3 Centennial Trail Gap – Grade separating trail crossing	Spokane County
Harvard Rd/BNSF Grade Separation Planning Study – TS&L, 30% design	Spokane County
Craig Rd & I-90 Four Lakes Connection	Spokane County

**SRTC Regional Freight Investment Priorities List
Project Evaluation Criteria**

Goal	Evaluation Criterion	Measure	Points
Preservation	Improve state of good repair of freight infrastructure	Pavement or bridge condition within project boundary	20
Safety	Prevent or reduce serious injuries and fatalities	# of fatal/serious injury crashes within project boundary in the last 5 years	20
Stewardship	Matching funds	Non-federal match %	10
Mobility	Reduce congestion and improve reliability	Travel time reliability in project area	15
Economic Vitality	Support economic activity and employment	Project distance from nearest freight cluster	7
	Located on FGTS Network	FGTS designation or equivalent truck traffic volume	7
	Intermodal connectivity between modes	Degree of connection to an intermodal facility	6
Environment	Reduce freight's negative impacts on stormwater runoff	Does the project address stormwater impacts above minimum requirements?	5
	Reduce freight's negative impacts on wildlife habitats	If located in WDFW Priority Habitat Area, does project address wildlife impacts?	5
	Reduce freight's negative impacts on fish passage	Does the project correct fish passage barriers?	5
Total Points			100