



## Transportation Technical Committee Meeting Minutes

Wednesday, November 19, 2025- 1:00 pm

### # 1 Call to Order/ Excused Absences

Mr. Greene called the meeting to order at 1:00 pm, and attendance was taken.

In attendance were:

#### Committee Members:

Heather Trautman  
*City of Airway Heights*  
Luke Michaels  
*City of Liberty Lake*  
Inga Note  
*City of Spokane*  
Kevin Picanco  
*City of Spokane*  
Adam Jackson  
*City of Spokane Valley*  
Jeremy Clark  
*City of Spokane Valley*  
Sonny Weathers  
*Small Cities/Towns Rep*  
Brandi Colyar  
*Spokane County*  
Barry Greene  
*Spokane County (Chair)*  
Jami Hayes  
*Spokane County*  
Margee Chambers  
*SRCAA*  
Samantha Hennessy  
*SRHD*  
Brian Jennings  
*STA*  
Tara Limon (Vice Chair)  
*STA*  
Shauna Harshman  
*WSDOT-ER*  
Glenn Wagemann  
*WSDOT-ER*

#### Absent Members:

Dan Ferguson  
*City of Cheney*  
Colin Quinn-Hurst  
*City of Spokane*  
Julia Whitford  
*Kalispel Tribe*  
Maria Cullooyah  
*Spokane Tribe*  
Mike Pea  
*WSDOT-ER*

#### Guests:

Brian Brisendine  
*City of Spokane*  
Wende Wilber  
*Kittleson & Assoc.*

#### Staff:

Eve McMenamy  
*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 Papparazzo  
*Associate Transp. Planner 1*



## # 2 Public Comments

There were no public comments.

## # 3 Member Comments

Members provided updates to current projects within their agency/region.

## #4 Chair Report on SRTC Board Meeting

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

## ACTION ITEMS

### # 3 Consent Agenda

- a. October TTC Meeting Minutes

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

### # 4 Horizon 2050 – Approval

Mr. Lien presented the requested committee recommendation regarding Horizon 2050, SRTC's Metropolitan Transportation Plan and Regional Transportation Plan. He explained that the plan serves both federal MPO and state RTPO requirements. He noted that draft versions have been included in packets since September, with the version linked in the meeting materials reflecting the most recent updates. Key updates to Horizon 2050 include revised guiding principles, updated regional activity centers, and an updated financial forecast through 2050. These updated revenue projections influenced program funding targets. The regionally significant project list was also revised, carrying over many projects from Horizon 2045, removing some, and adding new projects. Additional updates were made across all chapters, including text, data, and appendices, with particular attention to the system performance report, which details performance measures and outcomes.

The draft plan was released for a 30-day public comment period following the October board meeting, closing on November 10, with an open house held on October 21. Comments received during this period led to minor adjustments reflected in the current draft. Feedback included comments from WSDOT, STA, Commute Smart Northwest, and State Parks, mostly resulting in minor edits or clarifications. One citizen comment encouraged increased investment in intelligent transportation technologies and improved signal coordination. Roughly 20 of the 90 total comments opposed light rail to North Idaho; Mr. Lien clarified this project is not included in Horizon 2050 and appears to reflect a misunderstanding of the plan. Three project-specific comments were noted: STA requested an updated western terminus for the Appleway Bus Rapid Transit line; one citizen opposed Barker Road capacity projects near the I-90 interchange and suggested redirecting funds elsewhere; and WSDOT clarified that Spokane Valley—not WSDOT—should be listed as the responsible agency for the Barker Road I-90 interchange project. All comments and responses are documented in Appendix A of the plan.

Mr. Lien concluded that the committee's recommendation will be forwarded to the Board of



Directors for action at its December 11 meeting. Mr. Weathers offered positive remarks on the work completed for the plan. Ms. Harshman asked via Zoom chat if a comment log is available; Mr. Fletcher directed her to the draft Appendix A on the SRTC website.

*Ms. Note motioned to recommend the approval of Horizon 2050 as presented. Ms. Hayes seconded the motion. The motion passed unanimously.*

## INFORMATION AND DISCUSSION ITEMS

### # 5 2026 Transportation Improvement Program (TIP) Guidebook – Draft

Mr. Stewart began by noting that the 2026 TIP Guidebook was on the agenda for information and discussion, not for action, to allow for continued engagement with committees and the TIP working group. He highlighted that the draft guidebook had been linked in the meeting packet and encouraged members to review it thoroughly. He reminded the committee that the TIP Guidebook serves as the region's overarching programming guidance, providing direction to committees and the board regarding project inclusion, amendments, and administrative modifications, and stressed its importance for local TIP managers in meeting critical deadlines.

He then summarized the 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, adjustments to project selection to reflect the 2025 call for projects, and inclusion of the schedule for developing the next TIP covering 2027–2030. Updates to the congestion management process were also highlighted, along with clarification of schedules for submitting amendments and administrative modifications. He explained that Policy 4.4, which allows an automatic two-year extension if a project phase is delayed, was under review because such an extension could impact the region's ability to meet annual obligation targets and ability to qualify for potential additional funding. Staff had discussed limiting 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 addressed committee questions regarding these revisions. Mr. Jackson asked whether the proposed wording would permit agencies to submit changes after the March 1 deadline. Mr. Stewart clarified that while March 1 serves as the formal deadline, agencies planning late changes should notify SRTC as early as possible.

He concluded by noting that Policy 4.5 allows for additional board-approved extensions, with any unapproved funding returning to the region. He emphasized that these policies are intended to maintain flexibility while ensuring the region meets obligation targets. He outlined next steps, including further discussion at the December TIP working group, refinement of guidebook language, updates to the board, and a return 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 SRTC's Transportation Performance Management (TPM) efforts, focusing on Performance Measure 1, which addresses safety. TPM, established under MAP-21 and the FAST Act, uses a data-driven, performance-based approach to improve accountability and ensure resources are aligned with measurable safety, reliability, and efficiency targets. In Washington, safety targets align with Target Zero, the state's initiative to eliminate traffic fatalities and serious injuries by 2030. Programs like the Highway Safety Improvement Program fund projects demonstrated to reduce crash risks. States establish annual safety targets for five measures: total fatalities, fatalities per 100 million vehicle miles traveled (VMT), total 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 shared recent data indicating that Washington's 2026 statewide 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. For the region, 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 generally increased over the past decade, 2024 showed slight improvements across most categories.

During discussion, Mr. Jennings asked whether any root cause analysis had been conducted for fatal and serious injury crashes. Mr. Redlinger explained that WSDOT data includes some attributes detailing causes or circumstances of crashes. Such analysis was included in the development of the Regional Safety Action Plan, whereas TPM PM1 focuses narrowly on reporting the five measures presented. Ms. McMenamy and Ms. Note noted that the City of Spokane had looked into causes of fatal crashes, though no next steps were identified at this time.

Mr. Kloskey concluded by highlighting the Regional Safety Action Plan, adopted in 2024, which aims to reduce fatal and serious injury crashes on the high-injury network by 50% by 2030 and achieve 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 state targets, though this approach 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 Technical Committee (TTC) Officers Election**

Mr. Fletcher provided an overview of the Transportation Technical Committee (TTC) officer selection process. He noted that, per the TTC Bylaws, the committee annually selects and recommends one member to serve as Chair and one member to serve as Vice-Chair for a one-year term. The Chair and Vice-Chair must be from different agencies, and the selection is made no later than November each year for the following calendar year. The SRTC Board formally



appoints the Chair at a regularly scheduled meeting.

He highlighted that officer responsibilities are outlined in the TTC Bylaws. The TTC Chair presides over all committee meetings, communicates with the Board and member agencies on committee matters, and performs other duties as requested by the TTC. The Vice-Chair fulfills all duties of the Chair in their absence and remains eligible to serve an additional term as Chair if stepping in mid-term. Both officers, as ex-officio members of the Board, are expected to attend SRTC Board meetings whenever possible.

Mr. Fletcher noted that, over the past ten years, the Vice-Chair has typically transitioned into the Chair role. Mr. Jackson asked which agency would assume the Vice-Chair position in 2026 under the current rotation pattern. Mr. Fletcher stated that, based on the historical rotation among agencies, the City of Spokane Valley would be next.

## **# 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 that the effort began in May-June and has included extensive coordination with member jurisdictions, consultants, and advisory committees. He introduced Wende Wilber of Kittelson & Associates, who explained that the state legislature tasked WSDOT with developing strategies to reduce greenhouse gas emissions, recognizing that lowering vehicle miles traveled is a key component. Following an initial statewide report, additional funding was allocated to regions, reflecting the differing needs of areas such as 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.

Ms. Wilber summarized 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. She described working group meetings, technical presentations to SRTC committees, and one-on-one meetings with local staff. Feedback from the Planning Technical Advisory Committee helped refine the May draft into the September version.

She highlighted findings from a state-of-practice review, which examined approaches in Washington and in states with more established greenhouse gas reduction programs. While statewide legislation sets expectations, 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 combination of regional travel model data, HPMS data, and passive mobility datasets, each with limitations. Until consistent, high-quality data are available, the recommendation is to provide jurisdictions with monitoring information, support their plan updates, and wait for clearer state direction before establishing regional targets.

Ms. Wilber revisited the scenario analysis presented in May. Aligning directly with statewide



targets would require nearly a 50% reduction in per-capita VMT—an unrealistic outcome for a region with lower density and limited transit options. Forecasts based on Horizon 2050 land use indicate per-capita VMT rising to roughly 20 daily miles. Based on this, the recommendation is to continue monitoring rather than setting targets prematurely.

She also 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.

Ms. Wilber 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 conceptual level, requiring modeling assumptions rather than project-specific details. While SRTC receives SEPA checklists for information, cities and counties remain responsible for SEPA enforcement and coordination with WSDOT.

During discussion, Ms. Hayes asked if there had been any changes to the draft since its September distribution. Ms. Wilber confirmed that no changes had been made since that time.

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

Mr. Fletcher provided an overview of WSDOT's FFY 2027-2032 National Highway Freight Program (NHFP) project solicitation, covering funding levels, 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 roughly \$11 million per year available for local projects, totaling about \$55 million over six years. Funding is contingent on federal reauthorization of the IIJA, which expires next year, though a similar extension is expected. He noted that MPOs must submit consolidated regional lists of freight investment priorities and emphasized that the NHFP process is separate from the state-funded Freight Mobility Strategic Investment Board (FMSIB) call for projects, despite overlapping freight goals. In the 2022 cycle, four of six regional submissions received nearly \$9 million, exceeding the region's proportional share based on both population and NHFN lane miles.

Mr. Fletcher reviewed eligibility requirements, including demonstrated freight benefit, the ability to obligate funds between 2027 and 2032, and eligible activities such as preliminary engineering, right-of-way acquisition, and construction, with a required 13.5 percent non-federal match. Evaluation criteria align with WSDOT's six statewide transportation goals—preservation, safety, stewardship, economic vitality, mobility, and the environment—with bonus points for truck parking or network redundancy. He proposed reusing the 2022 criteria and invited committee input. Projects will be drawn from the SRTC Unified List and Horizon



2050, with agencies able to submit additional eligible projects. The proposed timeline includes draft priorities in December, Board review in January, and final approval in February ahead of WSDOT's February 27 deadline.

During the discussion, committee members asked several questions. Ms. Note confirmed that freight clusters are defined on the NHFP website and asked if projects could earn points for exceeding the required non-federal match. Mr. Fletcher explained that match levels are considered comparatively. She also asked whether projects addressing high-fatality or serious injury crash areas outside the project boundary would receive points. Mr. Fletcher noted that in 2022, points were awarded if there was a clear connection and said SRTC would confirm with WSDOT. Mr. Jackson verified that the outline matched the previous week's NHFP meeting.

Ms. Note asked whether Inland Empire Way was close to receiving funding when it was submitted in 2022 during the last NHFP cycle, and Mr. Fletcher said he would check. Mr. Picanco noted that Spokane staff were coordinating potential submissions, and Mr. Greene said Spokane County would evaluate Harvard Road and consider adding Argonne Road.

Mr. Jackson asked about submission steps. Mr. Fletcher explained that agencies should provide project names and locations before the December meeting for initial review. The draft list will be presented to the committee in December, the final list in January, and completed WSDOT forms are due February 16. Ms. Hayes asked about the FMSIB application, and Mr. Fletcher said he would check on the finalization timeline.

## **INFORMATION (NO PRESENTATION)**

### **# 10 Agency Update**

Mr. Fletcher provided two agency updates to the committee. He first reminded members that with the end of the year approaching and officer elections scheduled for next month, it was important to review committee members and alternates. He asked that any vacancies in alternate positions be filled and that the committee submit updates on who should fill these roles. His second update concerned the City of Airway Heights, which submitted a draft ADA transition plan and requested committee review and feedback. Mr. Fletcher noted that the comment period for the plan is open until the end of November and that the City asked that the feedback be shared with the Technical Transportation Committee. He stated that an email would be sent to facilitate the review process.

There being no further business, the meeting was adjourned at 2:12 PM

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Anadia Grier, Clerk of the Board