



Spokane Regional Transportation Council

Transportation Technical Committee Meeting

Wednesday, December 17, 2025 at 1:00 PM

Hybrid In Person/Virtual Meeting

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

<https://us02web.zoom.us/j/81656202452?pwd=ko00IK05dn3lnHnTeoD5VRTtBLLqA6.1>

Meeting ID: 816 5620 2452 | Passcode: 547271

By Phone 1-253-215-8782

Meeting ID: 816 5620 2452 | Passcode: 547271

Or find your local number: <https://us02web.zoom.us/u/kbB00xwxF>

SRTC welcomes public comments at the Transportation Technical 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 #
1:00	1 Call to Order/Record of Attendance/Excused Absences	
1:05	2 Public Comments/TTC Member Comments/Chair Report on September Board of Directors Meeting	

FOR ACTION

1:10	3 Consent Agenda a) November TTC Meeting Minutes	3
1:15	4 2026 Transportation Technical Committee (TTC) Officers Election <i>(David Fletcher)</i>	10
1:20	5 Vehicle Miles Traveled (VMT) Reduction Framework and Comprehensive Plan Certification Final Report <i>(Ryan Stewart)</i>	13
1:30	6 Transportation Performance Management (TPM): PM1 – Safety Targets <i>(Ben Kloskey & Michael Redlinger)</i>	14
1:40	7 2026 Transportation Improvement Program (TIP) Guidebook – Approval <i>(Ryan Stewart)</i>	15
1:50	8 Scope Change: Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay <i>(Ben Kloskey)</i>	16
2:00	9 Transportation Improvement Program (TIP) Amendment – January <i>(Ben Kloskey)</i>	19

INFORMATION AND DISCUSSION ITEMS

2:02	10 Guest Presentation: Target Zero Task Force <i>(Spokane County)</i> <u>No Memo</u>	N/A
2:17	11 Electric Vehicle (EV) Charging Grant Closeout <i>(Jason Lien)</i>	25
2:22	12 FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Draft <i>(David Fletcher)</i>	26
2:37	13 Transportation Asset Management Plan (TAMP) Data Request: Review Regionwide Values <i>(Eve McMenamy)</i>	29

INFORMATION: No Presentation

2:45	14 Agency Update and Future Information Items <i>(David Fletcher)</i>	
2:50	15 Adjournment <i>(Chair)</i>	



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

Anadia Grier, Clerk of the Board



To: Transportation Technical Committee
From: David Fletcher, Principal Transportation Planner
Topic: 2026 Transportation Technical Committee (TTC) Officers Election

Requested Action:

Recommendation to the Board for the TTC Chair and Vice Chair positions to serve for calendar year 2026.

Key Points:

- The Transportation Technical Committee (TTC) Bylaws state that the TTC shall annually select and recommend to the Board of Directors a member to act as TTC Chair and a member to act as TTC Vice Chair for a one-year term; the Chair and Vice Chair cannot be from the same agency.
- A history of past year's chair and vice chair appointments going back to 2014 can be found in the following **Supporting Information**.
- Duties for the Chair and Vice Chair are outlined in the [SRTC Transportation Technical Committee Bylaws](#), adopted by the SRTC Board on 06/09/2022.

Board/Committee Discussions:

The TTC received an initial briefing on the 2026 officers selection process at its 11/19/2025 meeting.

Public Involvement:

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

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



Topic: 2026 Transportation Technical Committee Officers Election

Key Points:

- The TTC chair will preside over TTC meetings and be responsible for communicating to the Board of Directors and SRTC staff on matters directed by the Board of Directors or TTC. The TTC vice chair will perform all duties of the chair during his or her absence.
- If the chair vacates his/her position, the vice chair fulfills the chair's duties. As an ex-officio member of the Board of Directors, the TTC chair or vice chair shall make every attempt to attend all SRTC Board meetings.
- When serving at the SRTC Board of Directors meeting, the TTC chair represents the TTC, not the agency of which they are employed.
- To align with the new SRTC Board of Directors appointments, once selected, the new officers will be immediately seated at the 12/17/2025 TTC meeting so they may represent the committee at the 01/08/2026 Board meeting.
- TTC Bylaws, adopted by the SRTC Board in June 2022, state that the officers of chair and vice chair shall rotate on a yearly basis among the following parties:
 - City of Spokane
 - City of Spokane Valley
 - Spokane County
 - Spokane Transit Authority
 - Washington State Department of Transportation
 - Cities of Airway Heights, Cheney, and Liberty Lake; Tribes; or Small Towns Representative
- The table on the following page shows the rotation of TTC chairs and vice chairs over the past 10 years.

SRTC Transportation Technical Committee Officers

2016–2025

Year	Chair	Agency	Vice Chair	Agency
2025	Barry Greene	Spokane County	Tara Limon	Spokane Transit Authority
2024	Heather Trautman	City of Airway Heights	Barry Breene	Spokane County
2023	Char Kay	WSDOT	Heather Trautman	City of Airway Heights
2022	Inga Note	City of Spokane	Char Kay	WSDOT
2021	Adam Jackson	City of Spokane Valley	Inga Note	City of Spokane
2020	Karl Otterstrom	Spokane Transit Authority	Adam Jackson	City of Spokane Valley
2019 ¹	Karl Otterstrom	Spokane Transit Authority	Adam Jackson	City of Spokane Valley
2019 ²	Sean Messner	Spokane County	Karl Otterstrom	Spokane Transit Authority
2018	Mike Tedesco	Spokane Tribe of Indians	Sean Messner	Spokane County
2017	Brandon Blankenagel	City of Spokane	Mike Tedesco	Spokane Tribe of Indians
2016	Heleen Dewey	Spokane Regional Health District	Brandon Blankenagel	City of Spokane

¹September–December 2019

²January–August 2019



To: Transportation Technical 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 Technical 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:

- Metropolitan Planning Organizations (MPOs) are required by 23 CFR 490 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 Technical 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 Technical Committee
From: Ben Kloskey, Associate Transportation Planner II, TIP Manager
Topic: Scope Change: Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay

Requested Action:

Concur with the City of Spokane TIP project scope change.

Key Points:

- The City of Spokane has requested a project scope change to the following project:
 - Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay
- Per the SRTC 2025 TIP Guidebook, Policy 3.1: *All scope changes must be approved by the Executive Director, with TTC concurrence. SRTC Board approval of a scope change is processed as a TIP amendment.*
 - This scope change has been approved by the SRTC Executive Director.
- **Please see the associated attachment** for the scope change summary and an attached map.
 - The project application was updated and rescored with the scope change.
 - The score went down by one point but **still remains in 3rd place of the project list** to receive funding, please see the supporting information.
- This scope change includes reducing vehicular travel lanes by one lane and including a new buffered bike lane.
- The project also now includes water main replacements along the project boundary and now extending adjacent to the project limits.
 - SRTC awarded funding is not eligible to be used for the water main replacement.

Board/Committee Discussions:

This is the first discussion of this scope change with the TTC.

Public Involvement:

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

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

City of Spokane

Washington- 3rd Ave. to 8th Ave. Grind & Overlay

Scope Change Request

December, 2025

Background and Existing Scope of Work

The Washington St. – 3rd Ave. to 8th Ave. Grind & Overlay project was funded through SRTC’s 2023 Preservation Call for Projects. \$774,000 in STBG funds are allocated to this project.

The current scope of work for the project calls for curb-to-curb grind and overlay from 8th Ave. to 3rd Ave., pavement preparation work prior to overlay and replacement of curb ramps where necessary. The current project description in the STIP as well as the project description in the original grant application does not address reconfiguration of travel lanes.

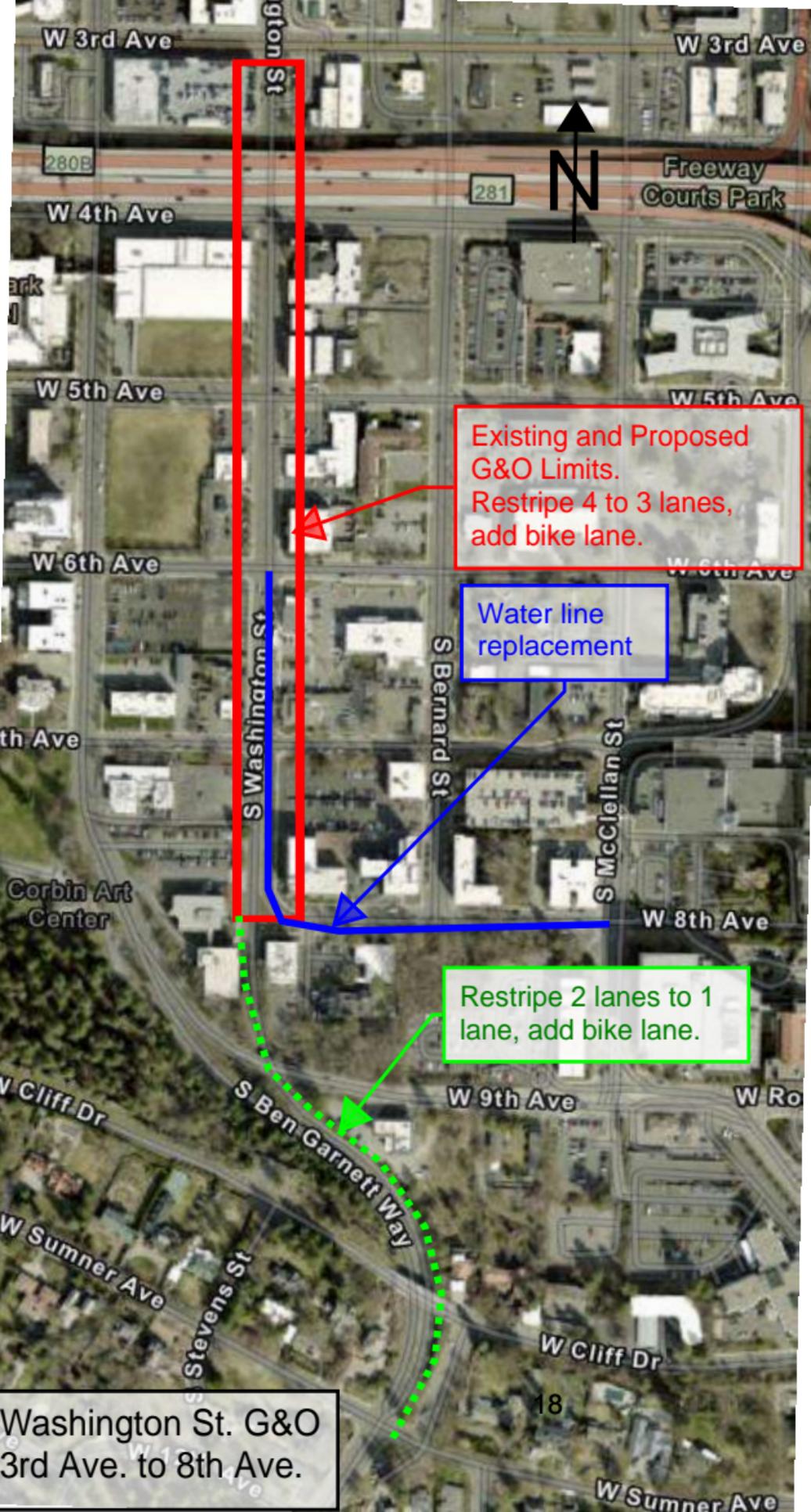
Requested Scope of Work Change

The City is requesting a scope change for two items. The first scope revision calls for restriping of Washington St. that would reduce the travel lanes from four lanes to three lanes with the addition of a buffered bike lane. To accomplish the travel lane reduction, Washington St. and Ben Garnett Way south of 8th Ave. to approximately Sumner Ave. would be restriped to reduce the northbound travel lanes from two to one travel lane to add a bike lane. The limits of work of the grind & overlay will not be extended south of 8th Ave. as part of this scope change.

The second scope change involves necessary utility replacement work. There have been several recent water main breaks and leaks on the existing water line within and near the project limits. As part of this project, a 1920’s era water distribution main will be replaced along Washington St. from 8th Ave. to 6th Ave. The water main replacement will also extend east along 8th Ave. beyond the limits of the grind & overlay to just west of McClellan St. The grind and overlay limits will not be expanded along 8th Ave.

As noted, the original limits of the grind and overlay work are not being altered or expanded as a result of the scope revisions, nor is the City requesting a change to the grant funding amount for this project.

See the attached graphic for reference.



Existing and Proposed G&O Limits.
Restripe 4 to 3 lanes,
add bike lane.

Water line
replacement

Restripe 2 lanes to 1
lane, add bike lane.

Washington St. G&O
3rd Ave. to 8th Ave.



To: Transportation Technical Committee
From: Ben Kloskey, Associate Transportation Planner II
Topic: Transportation Improvement Program (TIP) Amendment – January 2026

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 Technical 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 Technical 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 potential 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



To: Transportation Technical Committee
From: Michael Redlinger, Associate Transportation Planner III
**Topic: WSDOT Transportation Asset Management Plan Data Request: Review
Regionwide Values**

Requested Action:

None. For information and discussion.

Key Points:

- WSDOT is working on an update to the state's Transportation Asset Management Plan (TAMP).
- As part of this plan update, WSDOT requested of MPOs and RTPOs:
 - Total funded and unfunded 10-year projected capital preservation and maintenance need for pavement and bridge assets on the local NHS
 - Total planned capital preservation and maintenance spending on pavement and bridge assets on the local NHS
 - The unfunded gap - or total difference between total capital preservation and maintenance need and planned spending on the local NHS
- SRTC held meetings and follow-up conversations with agencies who administer sections of the region's local NHS to discuss the data request. SRTC worked with these local agencies to produce estimates for the region.
- Based on these conversations and information provided to us by local agencies, the region estimates over \$560,000,000 in total anticipated need for the local NHS, both bridges and pavement through CY 2035. Of this, over \$160,000,000 is currently included as planned spending.
- The full set of estimates is included as an **Attachment**.

Board/Committee Discussions:

This is the second time that the TTC is discussing the TAMP update, following a presentation from WSDOT at the August 2025 meeting. SRTC works with its Board and committees to set targets for PM 2 - Infrastructure Condition - every four years. WSDOT will submit its report for the current performance period by October 2026.

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

Local NHS: Pavement

Local NHS Pavement	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Totals
Total Need	\$33,058,715	\$37,496,499	\$32,625,867	\$31,034,685	\$32,780,378	\$34,073,680	\$31,777,546	\$32,279,097	\$32,967,678	\$35,488,332	\$333,582,477
City of Spokane	\$20,000,000	\$20,400,000	\$20,800,000	\$21,200,000	\$21,600,000	\$22,000,000	\$22,400,000	\$22,800,000	\$23,300,000	\$23,800,000	\$218,300,000
City of Spokane Valley	\$7,050,000	\$11,050,000	\$7,050,000	\$5,050,000	\$4,300,000	\$4,300,000	\$4,300,000	\$4,300,000	\$4,300,000	\$4,300,000	\$56,000,000
City of Liberty Lake	\$0	\$917,610	\$0	\$0	\$0	\$2,710,694	\$0	\$0	\$0	\$0	\$3,628,304
City of Millwood	\$1,500,000	\$530,000	\$85,000	\$0	\$0	\$85,000	\$0	\$0	\$85,000	\$0	\$2,285,000
Spokane County	\$4,508,715	\$4,598,889	\$4,690,867	\$4,784,685	\$4,880,378	\$4,977,986	\$5,077,546	\$5,179,097	\$5,282,678	\$5,388,332	\$49,369,173
Spokane International Airport	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$4,000,000
Total Planned Spending	\$24,463,000	\$22,731,300	\$17,081,300	\$16,725,000	\$12,145,400	\$11,471,956	\$10,147,234	\$10,148,179	\$10,149,142	\$12,150,125	\$147,212,637
City of Spokane	\$13,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$103,000,000
City of Spokane Valley	\$7,050,000	\$11,050,000	\$7,050,000	\$5,050,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$30,800,000
City of Liberty Lake	\$0	\$0	\$0	\$0	\$0	\$1,325,648	\$0	\$0	\$0	\$0	\$1,325,648
City of Millwood	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Spokane County	\$2,913,000	\$1,681,300	\$31,300	\$1,675,000	\$45,400	\$46,308	\$47,234	\$48,179	\$49,142	\$50,125	\$6,586,989
Spokane International Airport	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$4,000,000
Unfunded Gap	\$8,595,715	\$14,765,199	\$15,544,567	\$14,309,685	\$20,634,978	\$22,601,724	\$21,630,311	\$22,130,918	\$22,818,536	\$23,338,207	\$186,369,841

Local NHS: Bridge

- agency does not own bridges on local NHS

Local NHS Bridge	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Totals
Total Need	\$18,285,000	\$6,943,000	\$63,623,000	\$24,478,250	\$62,565,000	\$4,315,000	\$43,065,000	\$1,565,000	\$1,315,000	\$2,065,000	\$228,219,250
City of Spokane	\$7,750,000	\$5,875,000	\$23,050,000	\$23,900,000	\$37,000,000	\$3,000,000	\$2,500,000	\$1,000,000	\$750,000	\$500,000	\$105,325,000
City of Spokane Valley	\$10,035,000	\$568,000	\$40,073,000	\$78,250	\$25,065,000	\$815,000	\$40,065,000	\$65,000	\$65,000	\$1,065,000	\$117,894,250
City of Liberty Lake	-	-	-	-	-	-	-	-	-	-	-
City of Millwood	-	-	-	-	-	-	-	-	-	-	-
Spokane County	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,000,000
Spokane International Airport	-	-	-	-	-	-	-	-	-	-	-
Total Planned Spending	\$17,510,000	\$1,010,000	\$2,360,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$21,300,000
City of Spokane	\$7,450,000	\$950,000	\$2,300,000	-	-	-	-	-	-	-	\$10,700,000
City of Spokane Valley	\$10,035,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$10,350,000
City of Liberty Lake	-	-	-	-	-	-	-	-	-	-	-
City of Millwood	-	-	-	-	-	-	-	-	-	-	-
Spokane County	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$250,000
Spokane International Airport	-	-	-	-	-	-	-	-	-	-	-
Unfunded Gap	\$775,000	\$5,933,000	\$61,263,000	\$24,418,250	\$62,505,000	\$4,255,000	\$43,005,000	\$1,505,000	\$1,255,000	\$2,005,000	\$206,919,250