



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, December 17, 2025

 www.srtc.org

 509-343-6370

 421 W Riverside Ave, Suite 500
Spokane, WA 99201





Spokane Regional Transportation Council

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

SRTC TAC 12/17/2025



Requested Action

Recommend Board approval of the VMT Reduction Framework and Comprehensive Plan Certification Update

Project Scope

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

Engage!

- **Working Group**
- **Individual Meetings**
 - **WSDOT**
 - **Member Agencies**

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



The Process

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

**Review Drafts
Distributed**

**May
September**



VMT – State of the Practice

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

Growth Management Act (GMA)

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

SB 5165

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



VMT Reduction- Align with Peers

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

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



Comprehensive Plan Certification Manual Update

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

SRTC's Role

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



GMA Changes Since Last Update

Growth Management Act (GMA) Consistency Review

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



Other Legislation/Policies

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

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

Cities and counties must:

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

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



Updates to Checklist

Streamlined and added new questions to address GMA changes.

VMT Targets

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

Multimodal Level of Service (MMLoS)

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



Updates to Checklist, cont.

SEPA SB 5412

- ✓ Added two questions to the checklist.

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



Requested Action

Recommend Board approval of the VMT Reduction Framework and Comprehensive Plan Certification Update

Transportation Performance Management: PM1 - Safety

Transportation Advisory Committee

Agenda Item 6

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Requested Action

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

Our Options

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

WSDOT Target Zero

TARGET
ZERO

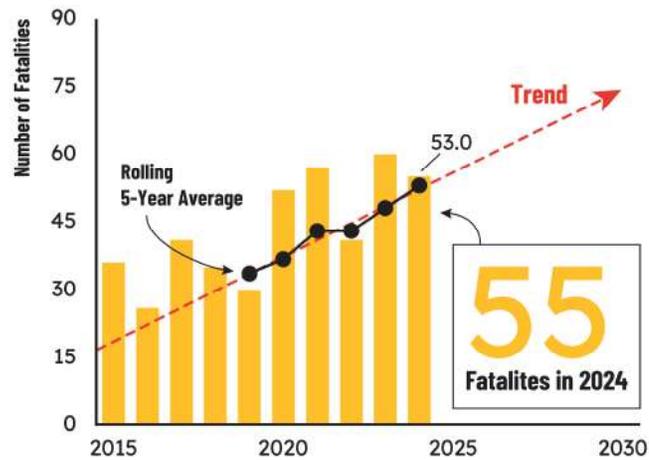
The logo for 'Target Zero' features the word 'TARGET' in green and 'ZERO' in grey. The final 'O' in 'ZERO' is a stylized graphic of a road curving through a green circle, with a white dashed line representing the road's edge.

PM 1: Measures

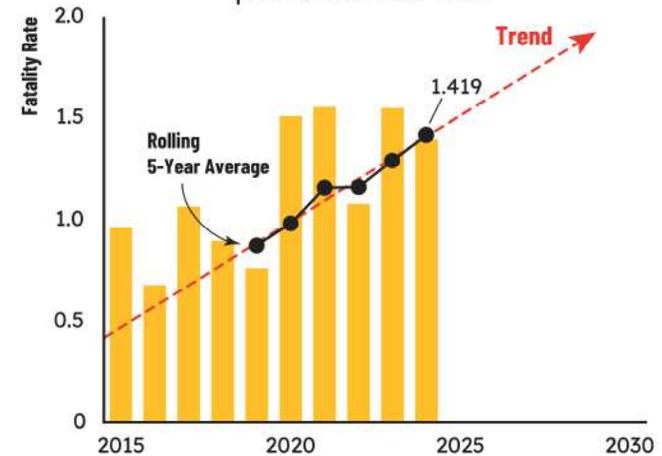
1. Fatalities
2. Fatalities per 100M vehicle miles traveled
3. Serious injuries
4. Serious injuries per 100M vehicle miles traveled
5. Non-motorist fatalities and serious injuries

Spokane Region Targets and Trends

Measure #1: Fatalities

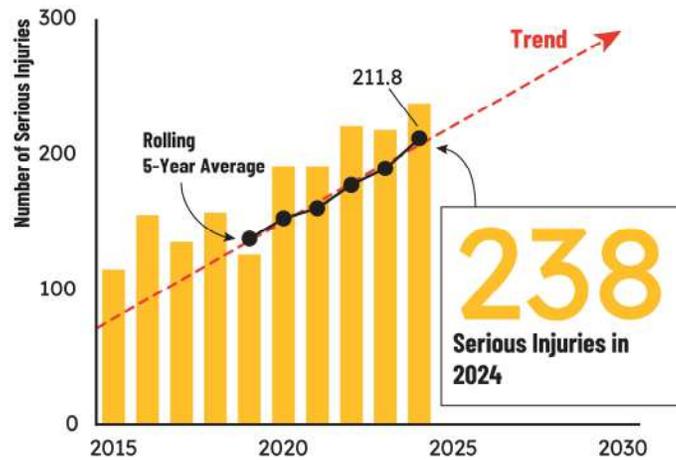


Measure #2: Fatality Rate per 100 million VMT

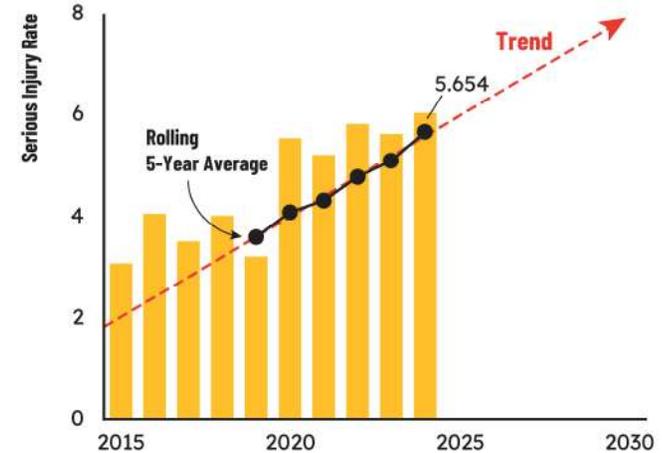


Spokane Region Targets and Trends

Measure #3: Serious Injuries

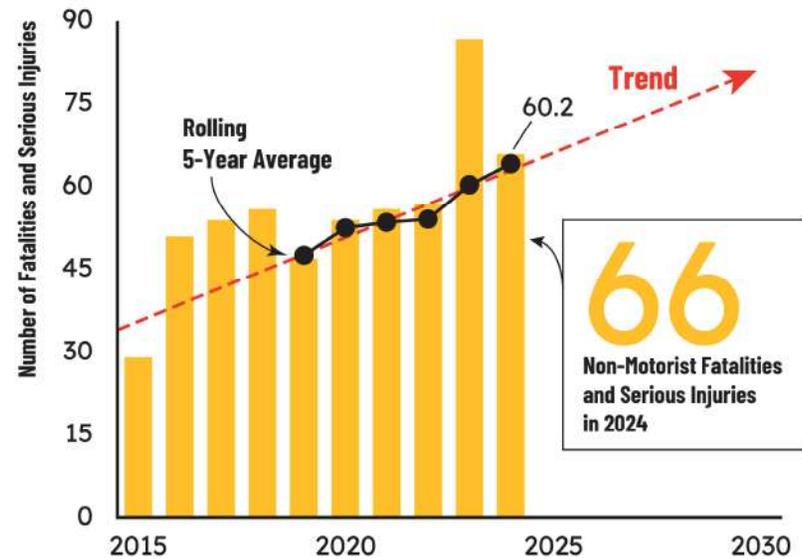


Measure #4: Serious Injury Rate per 100 million VMT



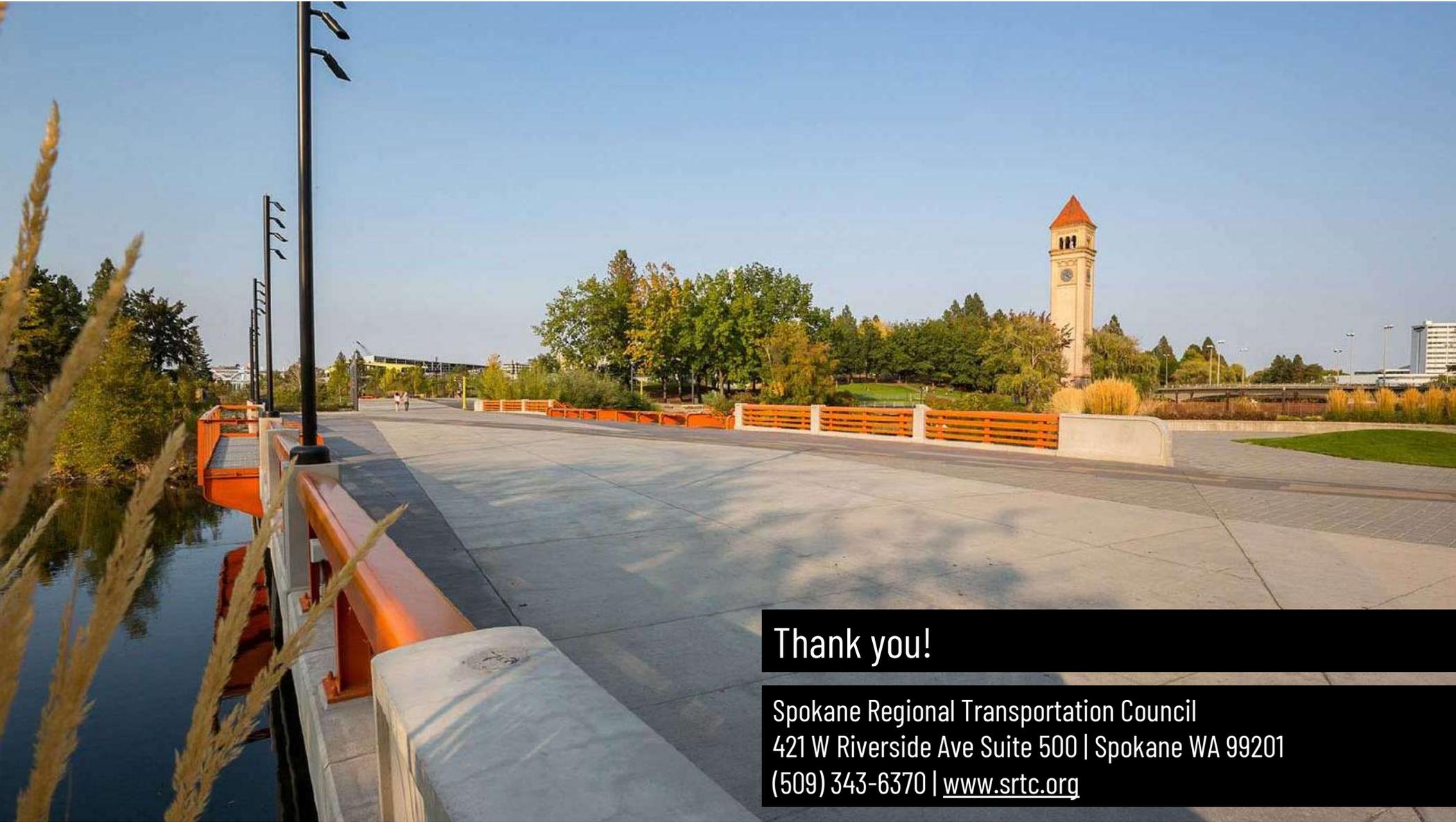
Spokane Region Targets and Trends

Measure #5: Non-Motorist Fatalities and Serious Injuries



Requested Action

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



Thank you!

Spokane Regional Transportation Council
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(509) 343-6370 | www.srtc.org

2026 Transportation Improvement Program Guidebook - Approval

SRTC TAC
Agenda Item 7
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Requested Action

Recommend Board approval of the 2026 TIP Guidebook

TIP Guidebook

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

TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED 10/09/2025



2026 TIP Guidebook - Revisions

- Definition of Regionally Significant projects
- Project Selection section to reflect the 2025 call for projects
- 2027-2030 TIP development schedule
- Congestion Management Process section
- Amendment and Administrative Modification schedules

2026 TIP Guidebook - Revisions

Policy 4.4 One-Time 2-Year Extension

- Challenge – impact to meeting annual obligation target
 - \$12–13M annual delivery target
 - Late extension requests
 - Capitalize on opportunities for redistributed obligation authority

2026 TIP Guidebook - Revisions

Policy 4.4 Proposed Change

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

2026 TIP Guidebook - Revisions

Policy 4.4 Proposed Change

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

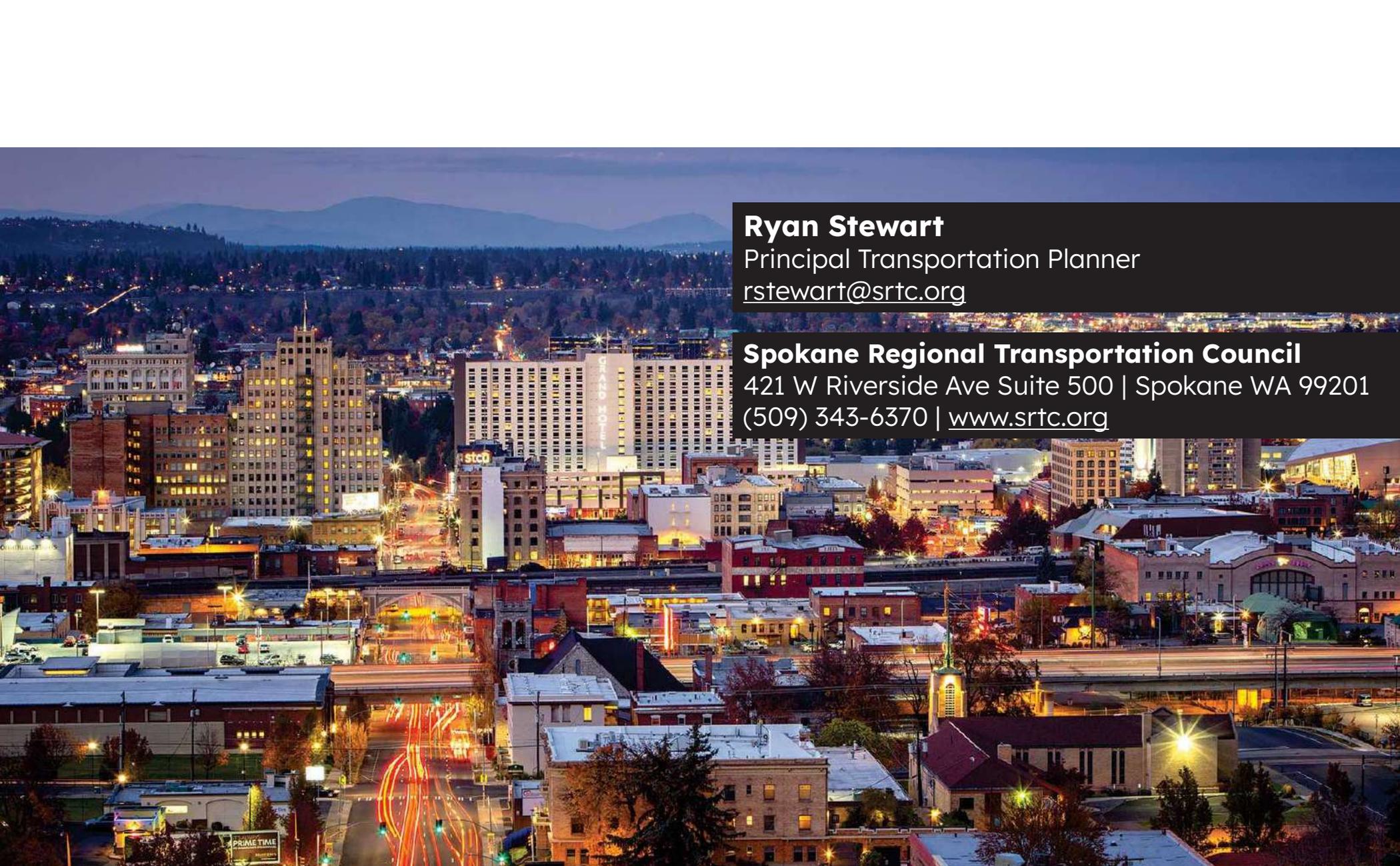
2026 TIP Guidebook - Revisions

Policy 4.5 Clarification

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

Requested Action

Recommend Board approval of the 2026 TIP Guidebook



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Spokane Regional Transportation Council

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Spokane County Target Zero Task Force

**John Griffin, Target Zero Task Force Manager
Agenda Item 8**

December 17, 2025





Recurring Yearly Work Projects

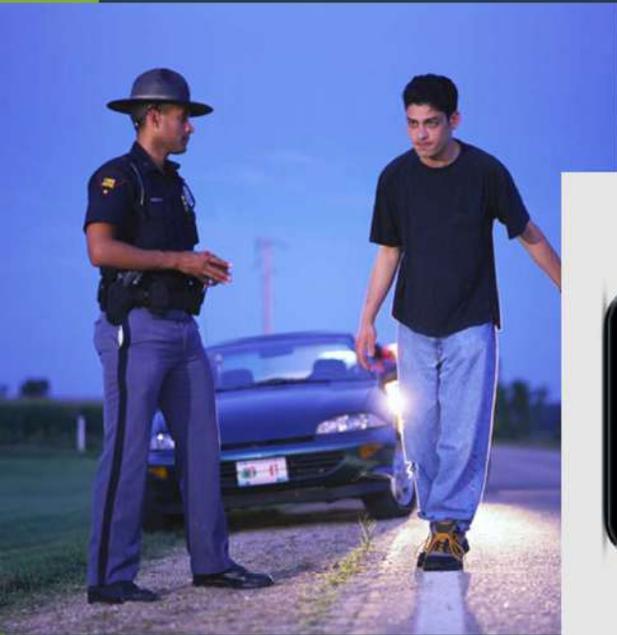
HVE High Visibility
Enforcement

Teens in the Driver Seat

Community Outreach and
Engagement

High Visibility Enforcement

Impaired Driving



Distracted Driving



Seatbelt Use



Speeding





- Peer to Peer Engagement
- Positive Youth Development
- Traffic Safety Culture

Traffic Safety Impacts Everyone: Walk, Roll, Ride and Drive everywhere



Community Outreach and
Engagement

Work together to find
solutions with the
community

Provide Resources and
Education to the community

Large
Projects

Walker Roller
Education Campaign

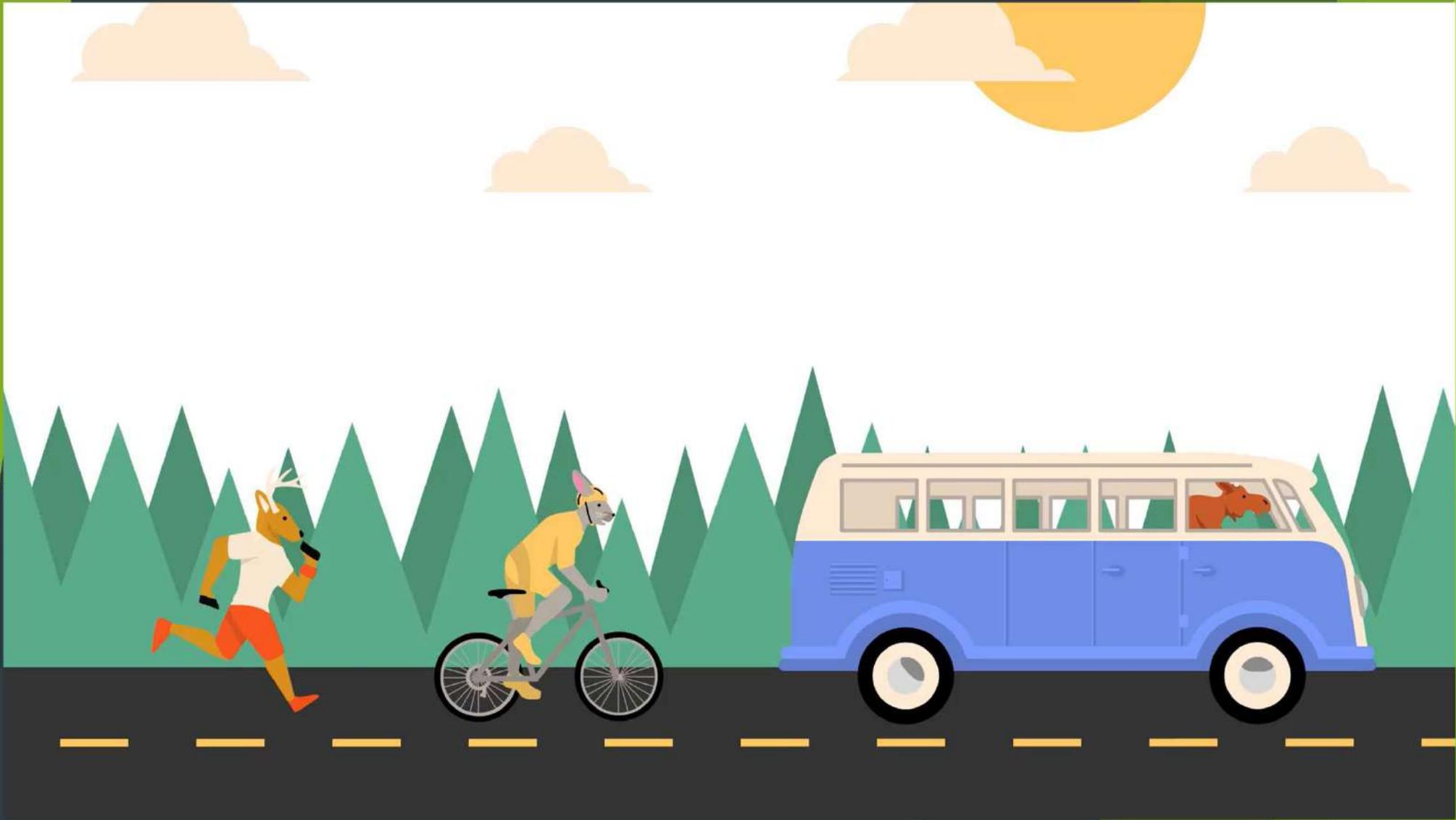
Student Led Traffic
Safety PSA's



It's wild out there. Anything can happen when you're on the road.¹

A traffic safety resource from the
Spokane County Target Zero Task Force.







TARGET
ZERO

Community
Specific
Projects

Mother's Day
Seatbelt PSA

WSU Spokane
Pedestrian Safety

WSWP Designated
Driving Campaign

Whitman County
Prom and
Graduation Safe
Driving Campaigns

DESIGNATED DRIVERS SAVE LIVES

THANK YOU FOR DRIVING SOBER

WWW.WESTSPOKANEWELLNESS.COM



Designated Drivers Save Lives
Thank you for driving substance-free!



Designated Drivers Save Lives

THANK YOU FOR BEING A SOBER DRIVER

www.westspokanewellness.com

www.westspokanewellness.com

Designated Drivers Save Lives

THANK YOU FOR BEING A SOBER DRIVER

West Spokane Wellness Partnership

THANKS YOU FOR BEING A SOBER DRIVER



www.westspokanewellness.com



Coasters



Are you

a designated driver?

Take a selfie, tag the business you are at, and tag West Spokane Wellness Partnership on FB or Instagram with hashtag, **#DesignatedDriver** and be entered to win a gift card!

Scan the QR code to the right with your camera to go to our Instagram page directly.



Flyers



Are you

a designated driver?

Take a selfie, tag the business you are at, and tag West Spokane Wellness Partnership on FB or Instagram with hashtag, **#DesignatedDriver** and be entered to win a gift card!

Scan the QR code to the right with your camera to go to our Instagram page directly.



Social Media

9 OUT OF 10 WEST CENTRAL,
SPOKANE 8TH AND 10TH
GRADE STUDENTS
DO NOT
DRINK ALCOHOL



MOST
SPOKANE COUNTY 8TH AND 10TH
GRADE STUDENTS
HAVE NOT
RODE IN A VEHICLE WITH AN
IMPAIRED DRIVER



MOST WEST CENTRAL
SPOKANE 10TH GRADE
STUDENTS



THINK
DRINKING
ALCOHOL
IS RISKY

WWW.WESTSPOKANEWELLNESS.COM →



**MOST
SPOKANE COUNTY
8TH AND 10TH GRADE
STUDENTS
HAVE NOT
RODE IN A VEHICLE
WITH AN IMPAIRED
DRIVER**



**MOST
WEST CENTRAL
SPOKANE 10TH
GRADE STUDENTS**

**DO NOT
BINGE DRINK
ALCOHOL**

WWW.WESTSPOKANEWELLNESS.COM



**MOST
SPOKANE
COUNTY 10TH
GRADE
STUDENTS**

**HAVE NOT
CONSUMED
ALCOHOL IN THE
PAST 30 DAYS.**

WWW.WESTSPOKANEWELLNESS.COM

**Social
Media**

Survey and Retailer Tool Kit



- Included:
- Fact Sheet
 - Coasters
 - Flyers
 - Wrist Bands



Designated Driver Awareness Media Campaign Fact Sheet
August 2023

About West Spokane Wellness Partnership:

West Spokane Wellness Partnership is a community coalition located in West Central Spokane, WA. The coalition is a group of volunteers who live, work, and travel through the community and they work to reduce substance use and misuse. Volunteers consist of teachers, parents and caregivers, counselors, non-profit leaders, law enforcement, local businesses, tribal leaders, and more. The coalition has multiple funding streams to aid in their efforts including a Drug Free Communities Grant and a Community Prevention and Wellness Initiative Grant. With these funds, the coalition is able to implement evidence-based and innovative substance prevention programming with youth, adults, and families inside the community. The coalition's mission is to eliminating barriers, increasing community connectedness, access to prevention services, and protective factors to reduce substance use and misuse in the West Spokane community.

About this campaign:

50% of roadway fatalities are due to impaired driving. In 2017, 25,619 drivers were arrested for impaired driving. Impaired driving is preventable by taking steps to plan ahead including having a designated driver.

Future Projects

Community Presentations

Working with Juvenile Detention

Working with FAFB

Super Colfax Coalition Seatbelt
Safety Campaign



▶ Questions?

EV Charging Grant Closeout

Agenda Item 9 | Pg. 22

Jason Lien

December 17, 2025



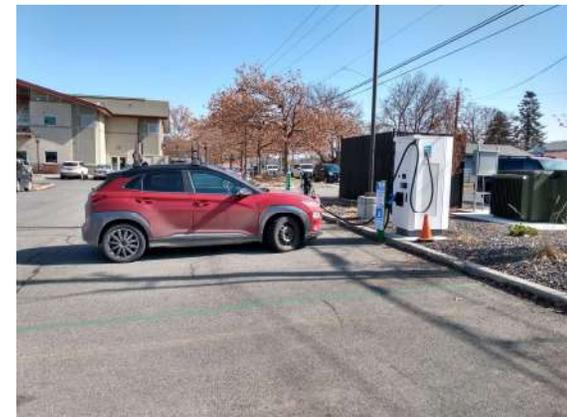
Spokane Regional Transportation Electrification Grant Project

- \$2.5 million in state and federal funding awarded thru WA Dept of Commerce (2021)
- Multi-million \$ investments with match
- Charging infrastructure + Education/Outreach
- Partners – Commerce, Avista, STA, local agencies, private & public site hosts

SRTC Role

- Project oversight & coordination
- Reimbursements, grant compliance & reporting
- Contracts

NE Community Center



Results

- 31 sites in service
- Over 30 DCFC ports
- Over 60 Level 2 ports
- Bus charging at Boone garage

STA Garage



Next Steps

Final reporting for project closeout (Dec. 31)

5-Mile Park & Ride



Spokane Libraries



Thank You

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FFY 2027–2032 NHFP

Regional Priority Freight Projects List — Draft

SRTC Committees

Agenda Item 12 (TTC) / 10 (TAC)

Page 26 (TTC) / 23 (TAC)

December 17, 2025



Overview

- ▶ WSDOT has announced the opening of their FFY 2027–2032 **National Highway Freight Program (NHFP)** project solicitation
- ▶ Approximately **\$11 million statewide** is expected to be available per year for local projects*
- ▶ MPOs/RTPOs are requested to submit a consolidated **list of regional freight investment priorities**

*Based on and assumes continued authorization of IIJA and availability of NHFP funds for FFYs 2027–2032. IIJA expires on September 30, 2026. Future federal funding amount, eligibility, timelines, and funding levels are subject to change pending congressional reauthorization or other federal actions, including state legislative appropriation.

Schedule

SRTC Board

November 2025

- ▶ Introduce process + proposed project evaluation criteria

January 2026

- ▶ **Draft projects list**

February 2026

- ▶ **Final projects list**

TTC + TAC

November 2025

- ▶ Introduce process + proposed project evaluation criteria

December 2025

- ▶ **Draft projects list**

January 2026

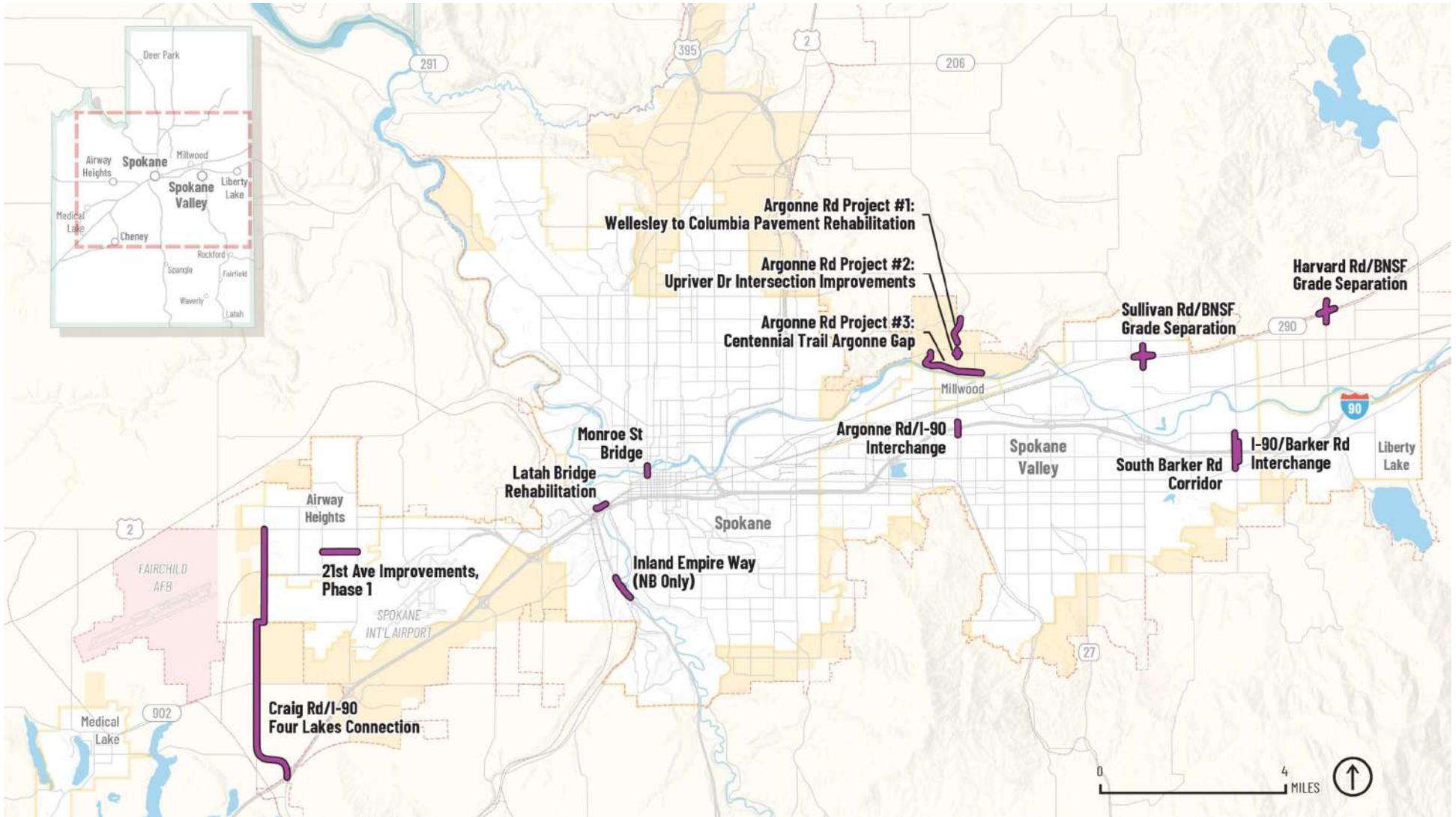
- ▶ **Final projects list**

February 2026

- ▶ **Submit regional priority projects list + project submittal forms to WSDOT**

Potential Projects for Evaluation

| | Project Name | Jurisdiction | Est. Total Cost | NHFP Funding Request |
|----|--|----------------|-----------------|----------------------|
| 1 | 21st Ave Improvements, Phase 1: Garfield Rd to Hayford Rd | Airway Heights | 1,961,275 | 1,697,000 |
| 2 | Inland Empire Way (NB Only) | Spokane | 8,320,000 | 5,965,732 |
| 3 | Latah Bridge Rehabilitation (Design Only) | Spokane | 2,312,139 | 2,000,000 |
| 4 | Monroe Street Bridge | Spokane | 4,330,000 | 3,745,450 |
| 5 | Argonne Bridge at I-90 | Spokane Valley | TBD | TBD |
| 6 | Barker/I-90 Interchange | Spokane Valley | TBD | TBD |
| 7 | South Barker Rd Corridor | Spokane Valley | TBD | TBD |
| 8 | Sullivan/Trent Interchange | Spokane Valley | TBD | TBD |
| 9 | Argonne Rd #1: Wellesley to Columbia Pavement Rehabilitation | Spokane County | 6,000,000 | 5,000,000 |
| 10 | Argonne Rd #2: Argonne Rd/Upriver Dr Intersection Reconstruction | Spokane County | 5,000,000 | 4,300,000 |
| 11 | Argonne Rd #3: Centennial Trail Argonne Gap | Spokane County | 4,000,000 | 3,400,000 |
| 12 | Craig Rd & I-90 Four Lakes Connection | Spokane County | TBD | TBD |
| 13 | Harvard Rd/BNSF Grade Separation (Planning Study) | Spokane County | 3,000,000 | 2,800,000 |



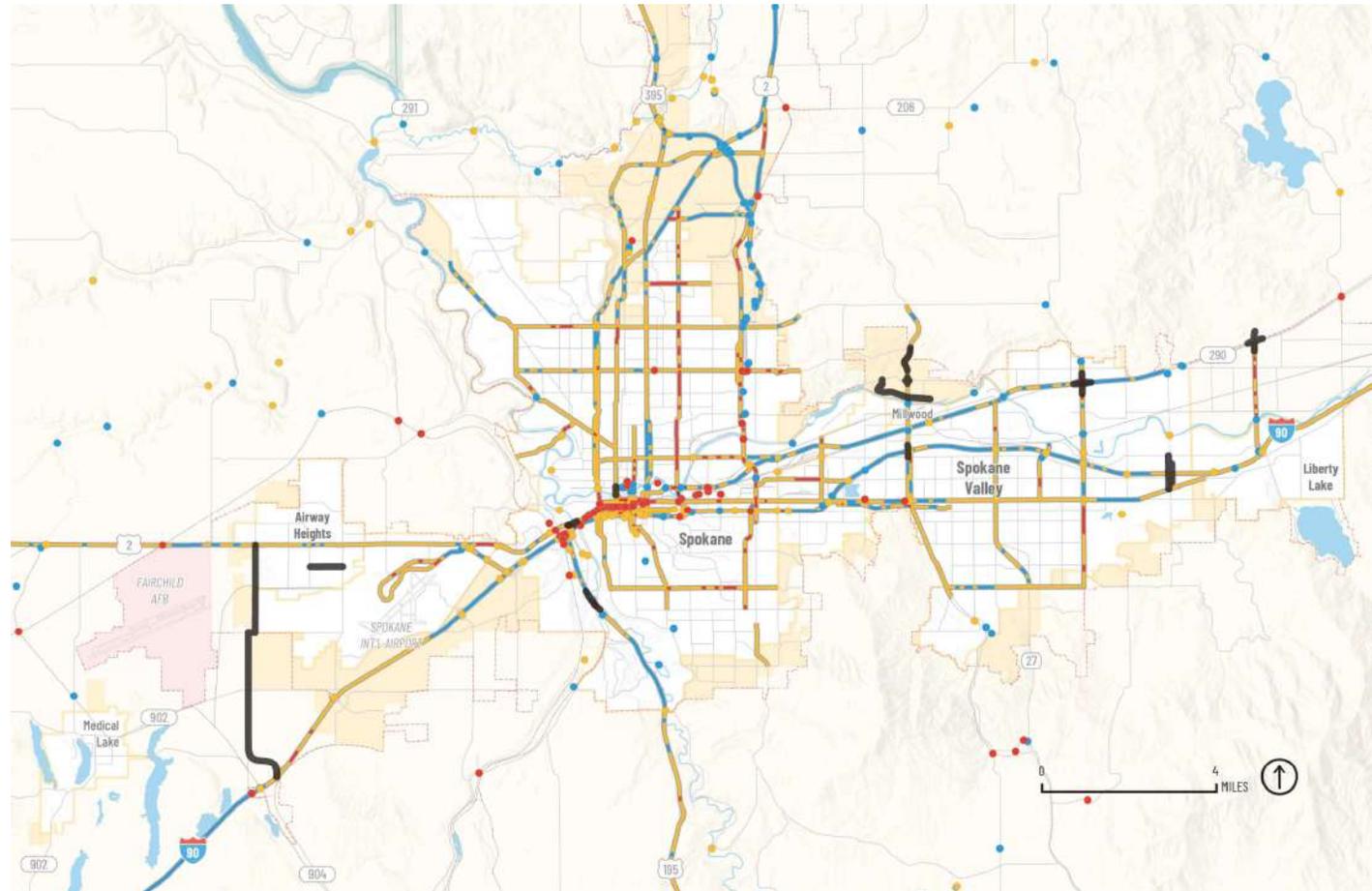
SRTC Proposed Evaluation Criteria

| 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 |

Preservation

Projects improving condition scored by their lowest pavement or bridge rating:

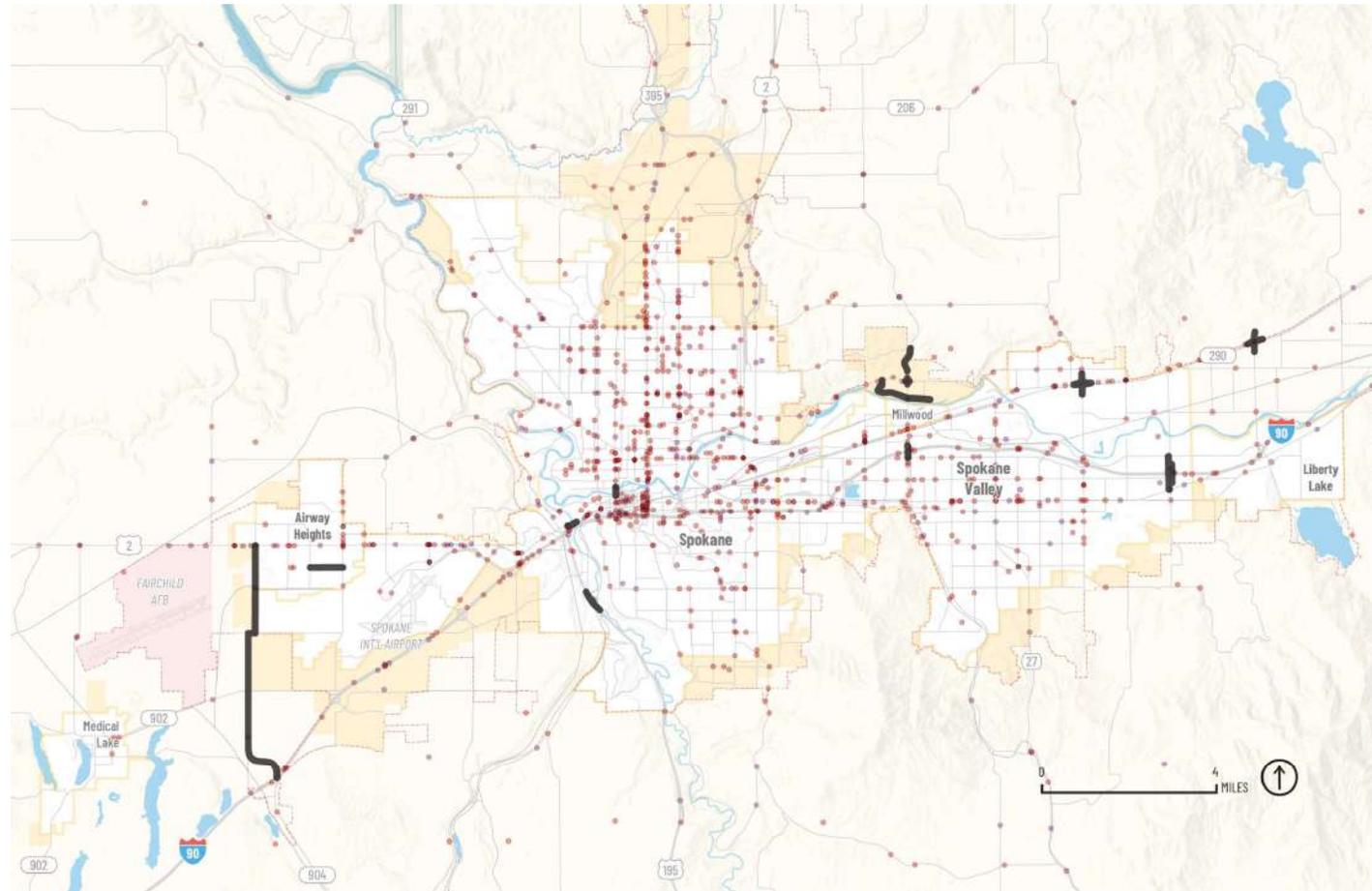
- **Poor**
20 points
- **Fair**
12 points
- **Good**
6 points



Safety

Projects impacting safety scored by number of fatal and serious injury (FSI) crashes since 2020:

- **3+ FSI crashes**
20 points
- **2 FSI crashes**
16 points
- **1 FSI crash**
12 points



Stewardship

Projects scored by
secured non-federal
match percentage

Example:

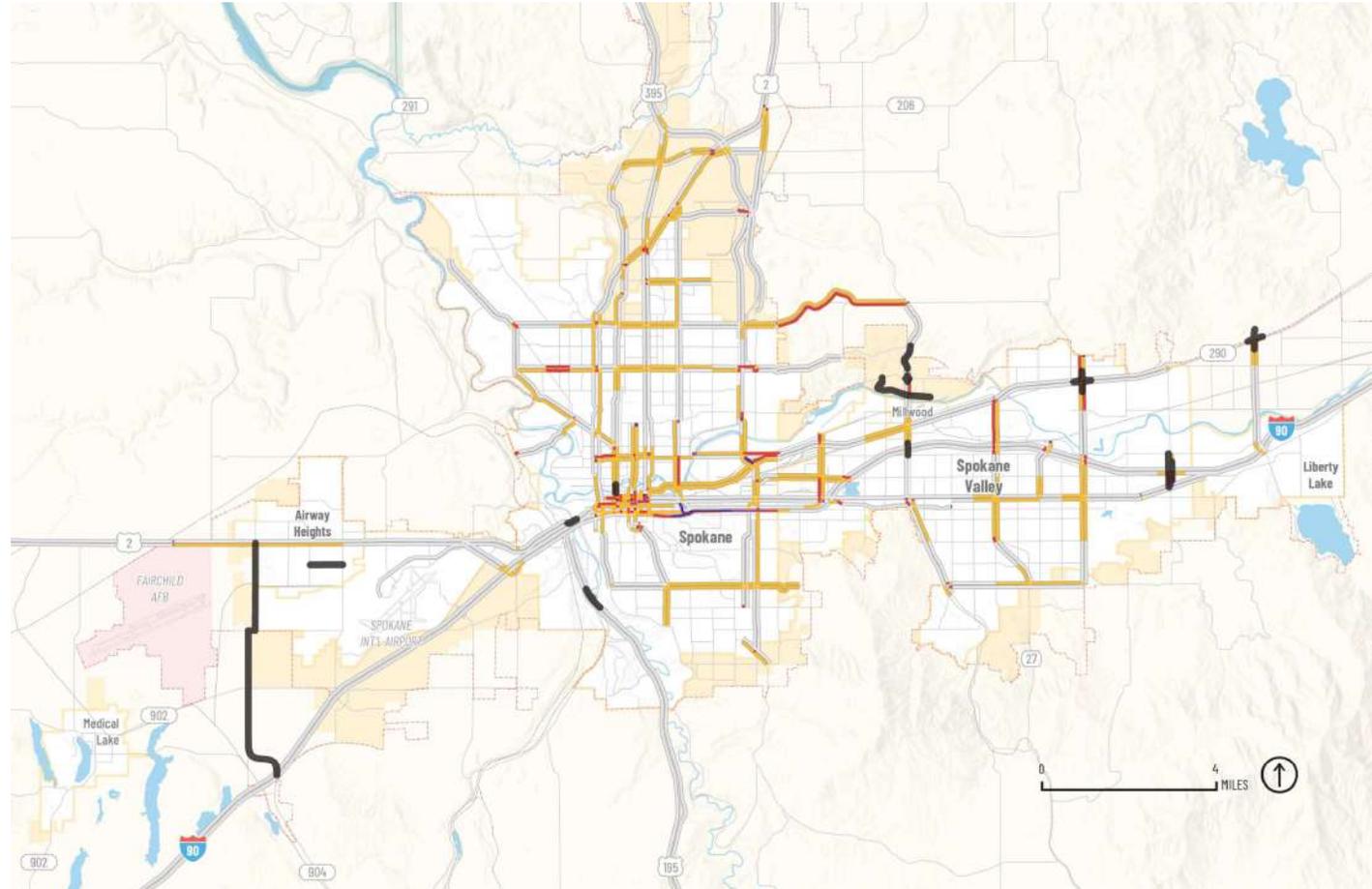
$$\frac{13.5\% \text{ local match } (\$675,000) + \$575,000 \text{ secured state funds}}{\$5,000,000 \text{ total project cost}} = 25\% \text{ match}$$

$$25\% \text{ match} \times 10 = 2.5 \text{ points}$$

Mobility

Project improving freight mobility scored based on lowest Level of Travel Time Reliability (LOTTR) in project area:

- **LOTTR > 2.0**
15 points
- **LOTTR 1.5 – 2.0**
10 points
- **LOTTR < 1.5**
5 points



Economic Vitality

1. Distance to nearest freight cluster:

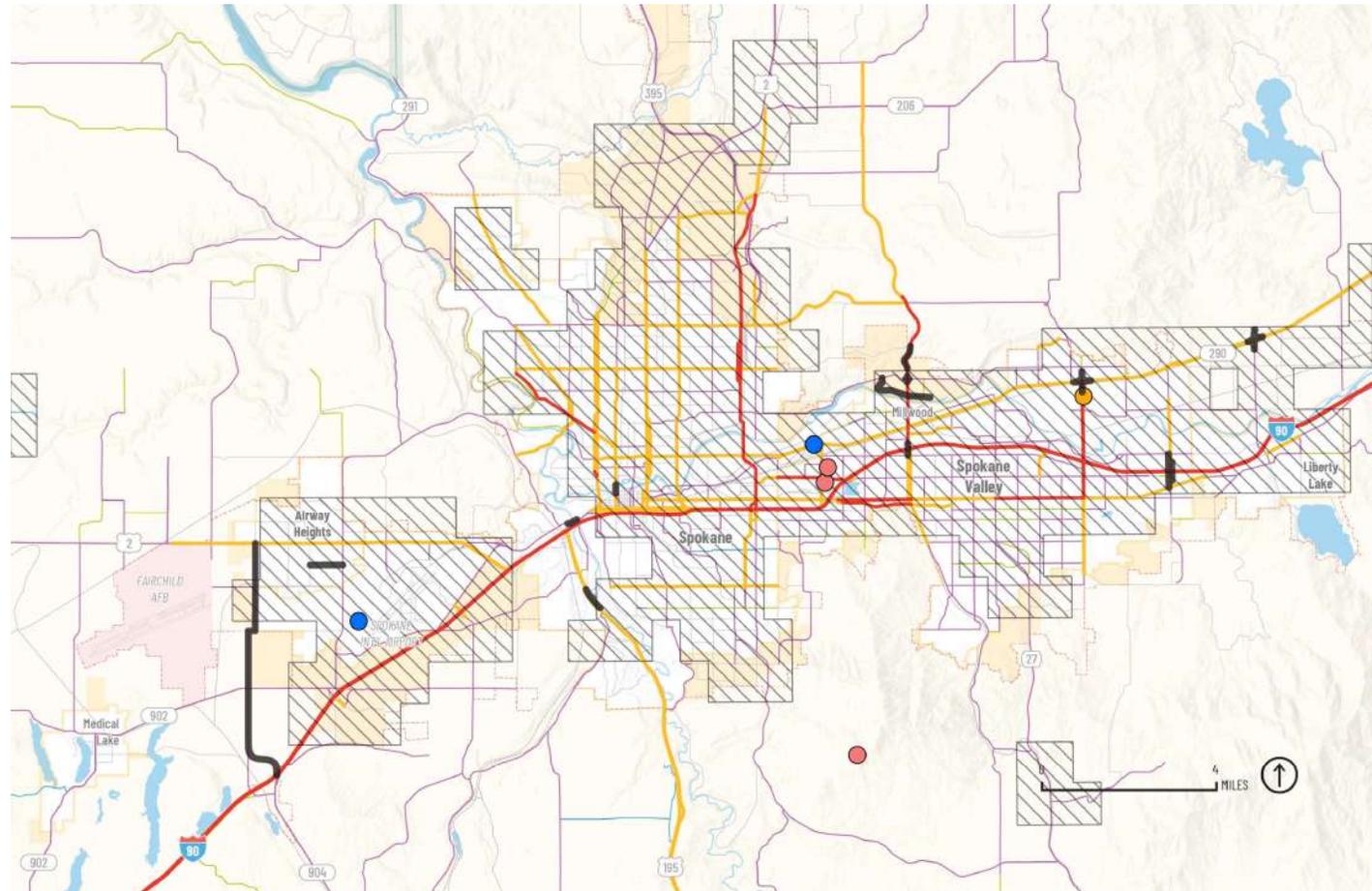
- All projects within 1 mile
7 points

2. FGTS Class:

- T-1 7 points T-2 6 points
T-3 4 points T-4 3 points
T-5 2 points

3. Degree of connection to intermodal facility:

- Direct 6 points
Secondary 4 points
Tertiary 2 points



Environment

1. Project incorporates green stormwater infrastructure:

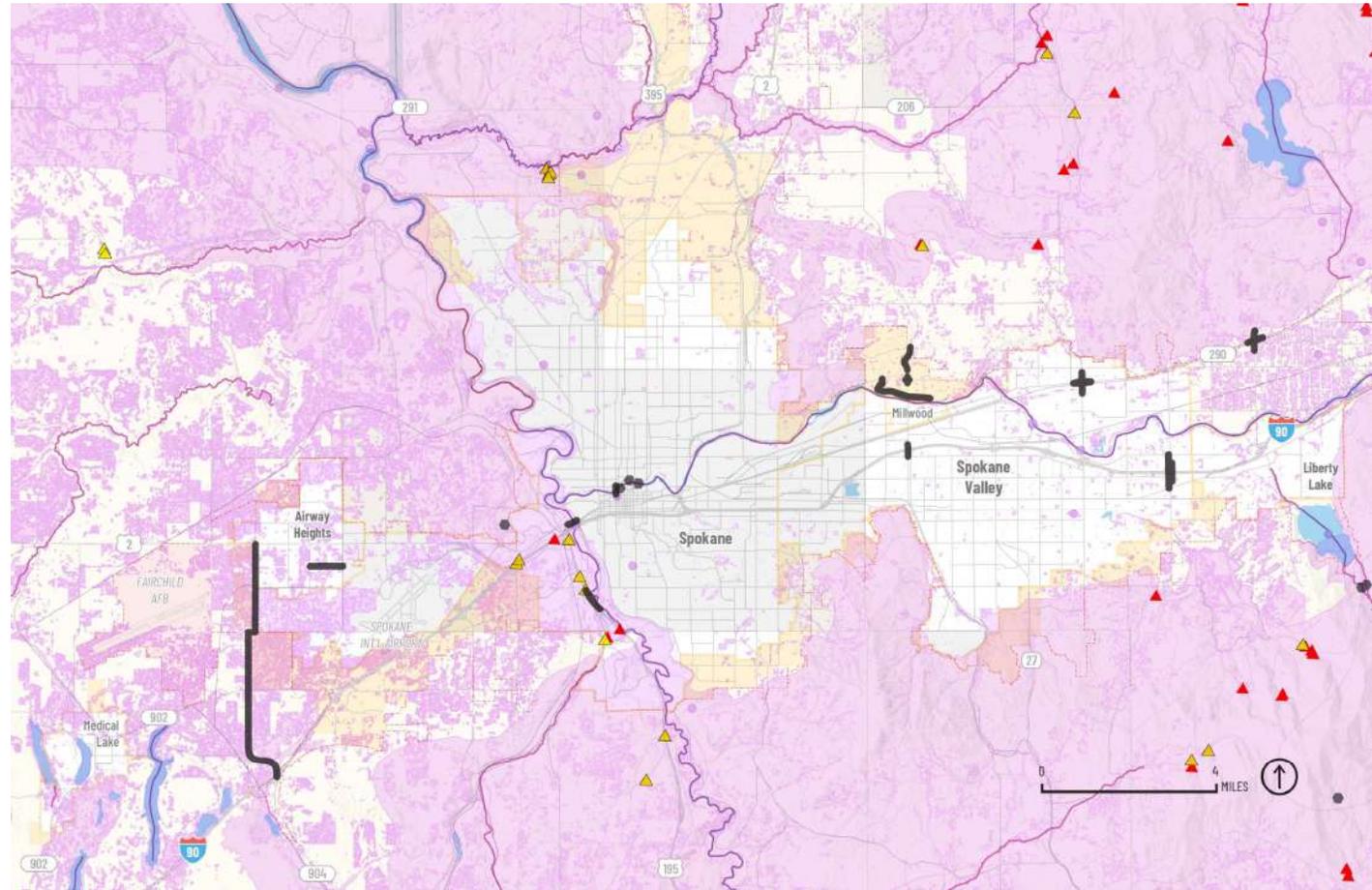
- Yes 5 points

2. Project reduces negative impacts on wildlife in a designated priority habitat area:

- Yes 5 points

3. Project implements solutions to correct any fish passage barriers in the project area:

- Yes 5 points



Projects Evaluation Summary

| Project Name | Jurisdiction | Preservation | Safety | Stewardship | Mobility | Economic Vitality | Environment | Total |
|---|----------------|--------------|--------|-------------|----------|-------------------|-------------|-------|
| 1 Sullivan/Trent Interchange | Spokane Valley | 20 | 16 | 1 | 10 | 16 | 5 | 68 |
| 2 South Barker Rd Corridor | Spokane Valley | 12 | 16 | 6 | 15 | 13 | 0 | 62 |
| 3 Latah Bridge Rehabilitation (Design Only) | Spokane | 20 | 12 | 1 | 5 | 11 | 10 | 59 |
| 4 Harvard Rd/BNSF Grade Separation (Planning Study) | Spokane County | 6 | 20 | 2 | 15 | 13 | 0 | 56 |
| 5 Argonne Rd #2: Argonne Rd/Upriver Dr Intersection | Spokane County | 12 | 16 | 3 | 10 | 14 | 0 | 55 |
| 6t Monroe St Bridge | Spokane | 12 | 12 | 1 | 10 | 13 | 5 | 53 |
| 6t Barker/I-90 Interchange | Spokane Valley | 12 | 12 | 1 | 15 | 13 | 0 | 53 |
| 8 21st Ave Improvements, Phase 1 | Airway Heights | 0 | 20 | 1 | 5 | 15 | 5 | 46 |
| 9 Argonne Bridge at I-90 | Spokane Valley | 12 | 12 | 1 | 5 | 13 | 0 | 43 |
| 10 Craig Rd & I-90 Four Lakes Connection | Spokane County | 6 | 16 | 2 | 5 | 11 | 0 | 40 |
| 11 Argonne Rd #1: Wellesley to Columbia Pavement | Spokane County | 20 | 0 | 2 | 0 | 14 | 0 | 36 |
| 12 Argonne Rd #3: Centennial Trail Argonne Gap | Spokane County | 0 | 12 | 2 | 0 | 14 | 5 | 33 |
| 13 Inland Empire Way (NB Only) | Spokane | 0 | 0 | 2 | 5 | 13 | 5 | 25 |