



**Spokane Regional
Transportation Council**

November Board Meeting

**Thursday, November 13,
2025**



www.srtc.org



509-343-6370



421 W Riverside Ave Suite 500
Spokane WA 99201

5th Floor Halloween Potluck



5th Floor Halloween Potluck



Volunteering at 2nd Harvest



Volunteering at 2nd Harvest



Volunteering at 2nd Harvest



Know someone who'd be a great fit?

TAC Member Applications

Open Oct 13 - Nov 28



Spokane Regional
Transportation Council's
Transportation Advisory
Committee helps guide
regional transportation
decisions and makes
recommendations to the SRTC
Board. No expertise needed—
all are welcome to apply!

Contact bkloskey@srtc.org
for more information

Scan for application





CY 2026 Unified List

Federal Version (final draft)

**SRTC Board
Agenda Item 4
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November 11, 2025



Requested Action

- ▶ Approve Resolution R-25-27 adopting the CY 2026 Unified List (Federal Version)

Unified List Purpose



The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

- Projects (25)
- Legislative Positions

Reauthorization of the Federal Transportation Bill

- Current Bill expires Sept 30, 2026
- Transportation bills are fundamental to MPO responsibilities
- Historic level of investment - \$1.2T



Legislative Priority Statements

PREPARING FOR TRANSPORTATION BILL REAUTHORIZATION

Continue funding critical programs that provide needed resources to improve transportation safety.

Nearly 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were an estimated 39,345 lives lost on US roads in 2024—down slightly from 43,230 in 2021 which was the largest number of fatalities since 2005.¹ The 2021 federal infrastructure investment package bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning “action” grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.



Legislative Priority Statements

Continue funding transportation system maintenance and preservation.



Every day people, communities, and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a \$1 trillion backlog in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads.² SRTC is appreciative of the federal transportation infrastructure legislation in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current federal transportation infrastructure funding package.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.

¹ USDOT, National Highway Traffic Safety Administration. Early Estimate of Motor Vehicle Traffic Fatalities in 2024. Traffic Safety Facts CrashStats Brief Statistical Summary. DOT HS 813 710. Washington, DC: NHTSA, April 2025. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.

² USDOT, Federal Highway Administration, FHWA Budget Estimates FY 2023, submitted to the Committees on Appropriations (Washington, DC: U.S. DOT, March 2022), accessed September 29, 2025, https://www.transportation.gov/sites/dot.gov/files/2022-03/FHWA_Budget_Esti-

Legislative Priority Statements



Modernize the federal funding formula to ensure funding equitably supports population centers.

The 2021 federal infrastructure investment package provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90% was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72% of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30% (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19%.

Expand direct recipient status for certain federal funding programs.

Currently MPOs rely on pass-through funding from state DOTs, which can lead to delays and reduce the flexibility needed to meet local transportation needs. Granting MPOs direct recipient status for specific federal funds would streamline the funding process, allowing for quicker and more efficient implementation of projects that directly benefit communities. This change would reduce administrative delays, enabling MPOs to align more closely with local needs and priorities while expediting project delivery.

SRTC supports direct recipient status for MPOs which would promote greater accountability and empower MPOs to have a more active role in shaping transportation investments that impact their regions.

Legislative Priority Statements

Shift from discretionary to formula-based funding for certain programs.

Discretionary grants, while beneficial, can lead to unpredictable funding allocations that make long-term planning challenging for MPOs and other local agencies. Discretionary grant programs circumvent the local collaborative planning process and shift the decision-making to federal agencies. A shift toward formula-based funding for certain federal programs would allow for a more predictable and equitable distribution of resources.

SRTC supports a shift to formula-based funding to ensure a consistent and transparent mechanism, enabling regions to make informed infrastructure decisions and meet both immediate and future needs with greater confidence.

Continuing federal investments in public transportation.

Public transportation represents a vital part of the nation's transportation system. Public transportation in Spokane County is largely centered on urban areas, with service provided by Spokane Transit ranking above most of its peers for total ridership and cost effectiveness. Other intercity, tribal and special needs transportation operations connect rural areas and small cities to the urban core. Federal funds, largely provided through the surface transportation bill, are a crucial part of sustaining and improving services and connectivity.

SRTC supports continued federal investment in public transportation through the new surface transportation bill, including the Capital Investment Grant (CIG) program, which helped fund the region's first Bus Rapid Transit (BRT) project, City Line. Spokane Transit plans to seek CIG funding for Division Street BRT, a project identified herein as a regional priority, consistent with Horizon 2050.



Additional Policy Statements



Ensure access to transportation in support of affordable housing strategies.

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

Fund regionally critical projects on the SRTC Unified List.

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.

Encourage deployment and development of advanced and alternative fuel technologies.

- ▶ Support the development of alternative fuels.
- ▶ Support innovation of advanced fuels and technologies.

Address funding gaps that are anticipated due to the loss of gas tax revenue.

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understating of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.

Enhance transportation investments supporting Fairchild Air Force Base as the significant military installation in Spokane County.

- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access Fairchild Air Force Base (FAFB) and ensure adequate military response times.



Project Status

Implementation

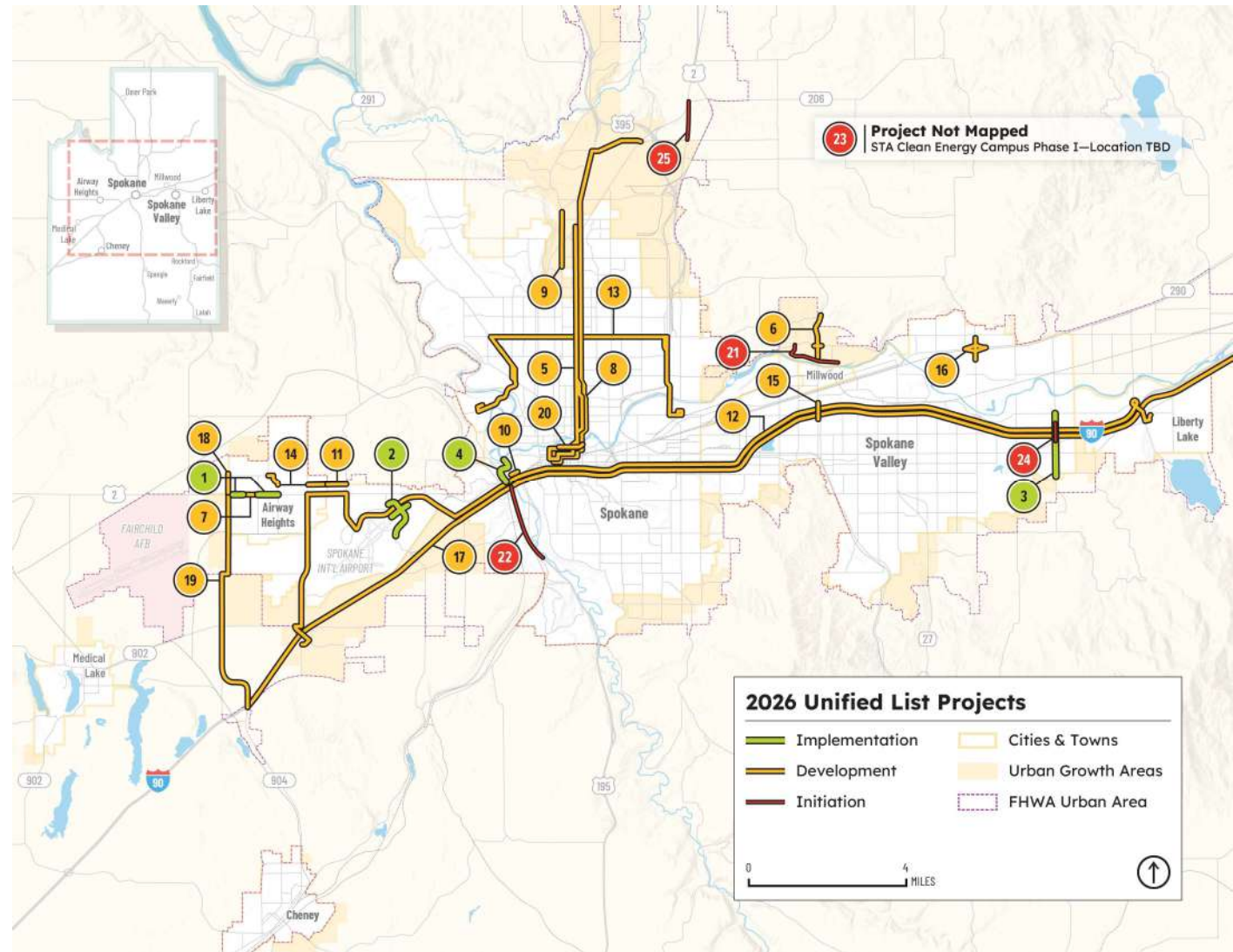
- ▶ Design \geq 60% complete, significant progress towards right-of-way, environmental approvals are underway, and substantial amount of funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Development

- ▶ Design \geq 30% complete, right-of-way needs identified, environmental initiated and/or some funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Initiation

- ▶ Design is < 30% complete.
- ▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study.



Implementation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
1	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	\$23.4	\$6.9	\$16.6
2	Spotted Rd & Airport Dr Safety & Multimodal Improvements	Airport	\$37.2	\$32.2	None
3	South Barker Rd Corridor	Spokane Valley	\$41.0	\$13.3	\$3.0
4	Fish Lake Trail Connection Phases 1–3	Spokane	\$19.5	\$9.6	\$9.9

Development Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
5	Division St Active Transportation Access Improvements	Spokane	\$25.8	\$2.1	\$23.7
6	Argonne Rd Freight, Active Transportation & Safety Improvements	Spokane County	\$25.8	\$4.3	\$21.5
7	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	\$26.0	\$3.9	\$22.1
8	Division Bus Rapid Transit (BRT)	STA	\$170.0	\$101.0	\$101.0
9	Wall St Safety & Capital Improvements	Spokane County	\$17.5	\$0.6	\$16.9
10	Latah Bridge Rehabilitation	Spokane	\$65.1	\$2.8	\$62.3
11	12th Ave - Spokane Phase	Spokane	\$4.9	None	\$4.9
12	I-90/Valley High Performance Transit (HPT)	STA	\$39.3	\$34.0	\$5.3
13	Wellesley High Performance Transit (HPT)	STA	\$9.3	\$2.5	None
14	6th/10th-12th Ave Multimodal Improvements Phase III	Airway Heights	\$4.8	\$0.5	\$4.3
15	Argonne Bridge at I-90	Spokane Valley	\$28.2	\$1.5	\$3.0
16	Sullivan/Trent Interchange	Spokane Valley	\$53.4	\$13.0	\$5.0
17	I-90 TSMO Improvements	WSDOT	\$24.0	\$0.6	\$20.8
18	Craig Rd Complete Streets Project	Airway Heights	\$11.2	\$1.2	\$10.0
19	Craig Rd & I-90 Four Lakes Connection	Spokane County	\$66.9	\$7.5	\$59.4
20	Spokane Falls Blvd	Spokane	\$8.1	\$0.8	\$7.4

Initiation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
21	Centennial Trail Argonne Gap Improvements	Spokane County	\$15.6	\$0.3	None
22	US 195 Corridor Projects	Spokane	\$18.4	None	\$18.4
23	Clean Energy Campus Phase I	STA	\$100.0	\$55.0	\$35.0
24	Barker/I-90 Interchange	Spokane Valley	\$40.0	None	\$4.0
25	Market St Reconstruction	Spokane County	\$10.9	None	\$10.9

2026 Unified List Summary

All dollar amounts shown in millions

PROJECT STATUS CATEGORY	NUMBER OF PROJECTS	TOTAL COST	FUNDING REQUEST	PERCENT REQUESTED
Implementation	4	\$121.1	\$29.5	24%
Development	16	\$580.3	\$266.6	46%
Initiation	5	\$184.8	\$83.5	45%
Totals*	25	\$886.3	\$379.6	43%

*Totals may not sum due to rounding

Requested Action

- ▶ Approve Resolution R-25-27 adopting the CY 2026 Unified List (Federal Version)

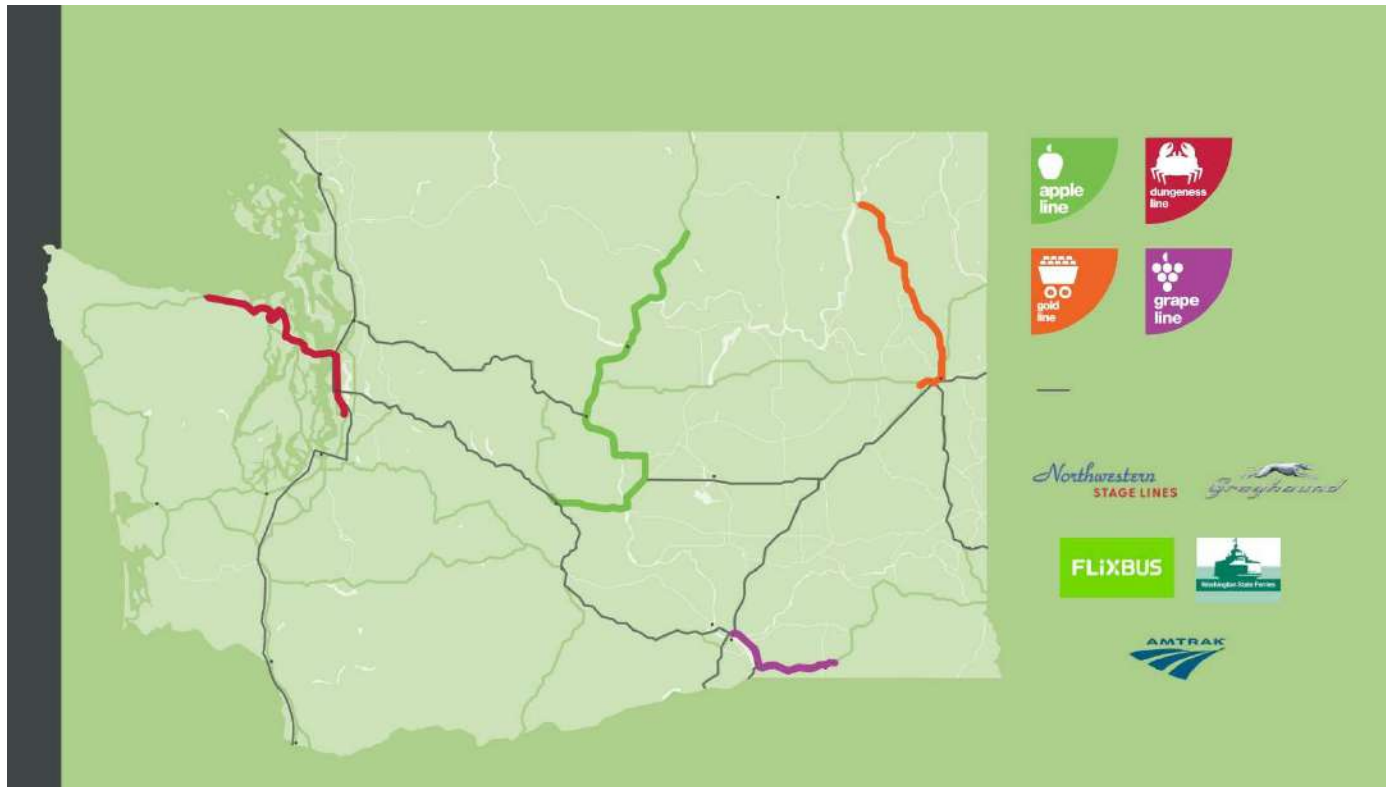


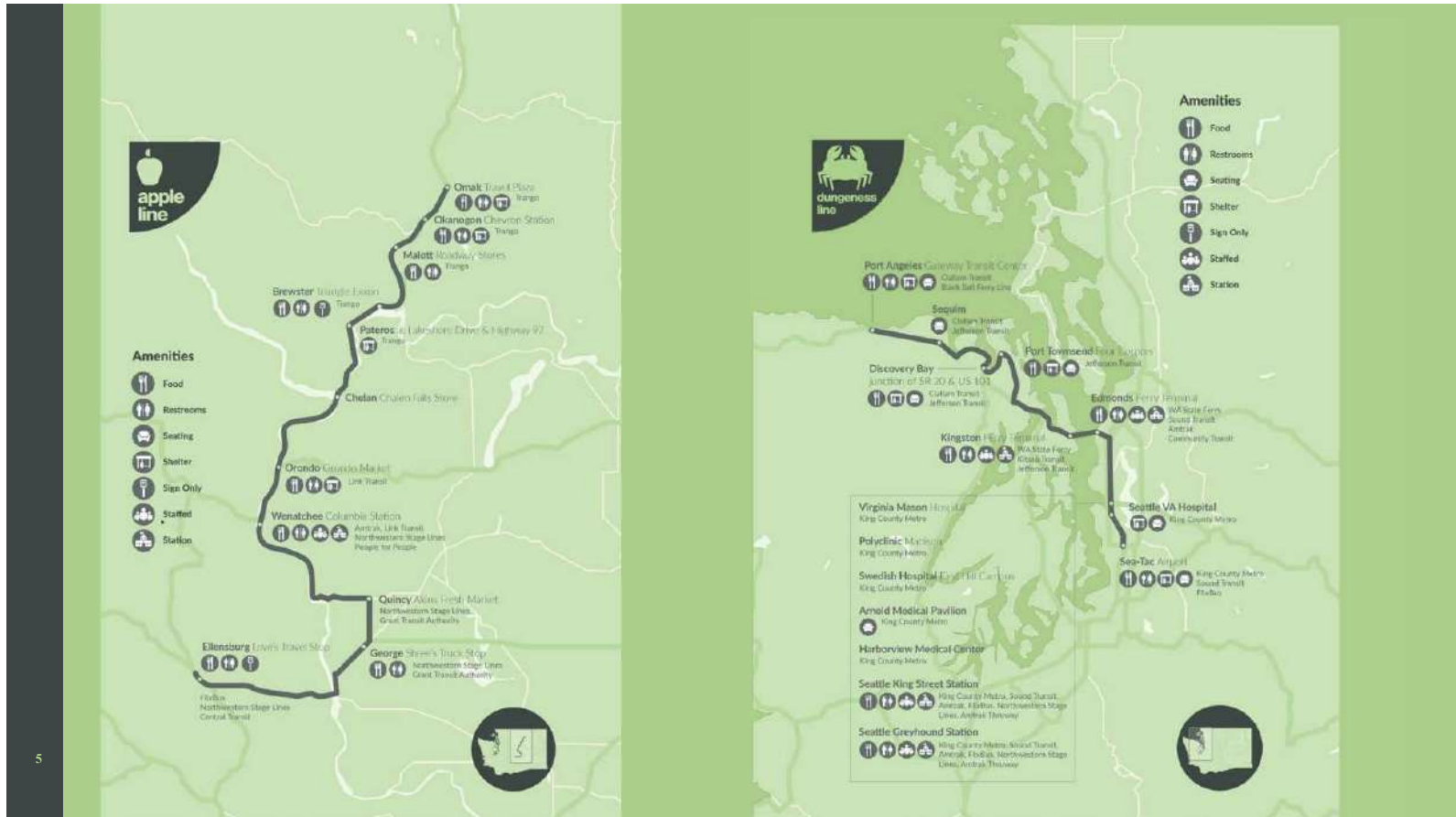
Travel Washington Intercity Bus Program

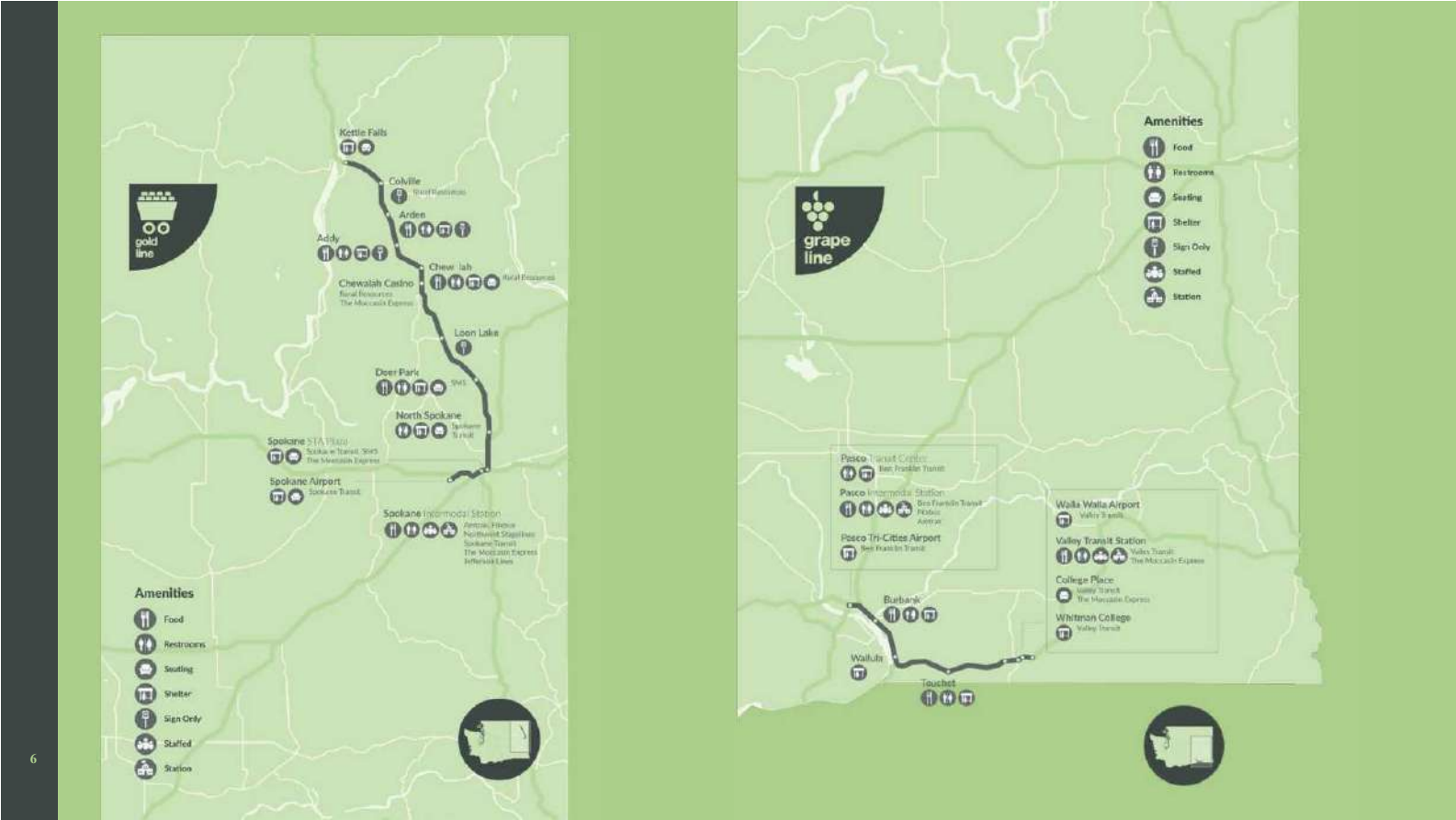
2025 Route Expansion

NINA STOCKER, PROGRAM MANAGER
October 22, 2025

Existing intercity bus services







2024 Study Update

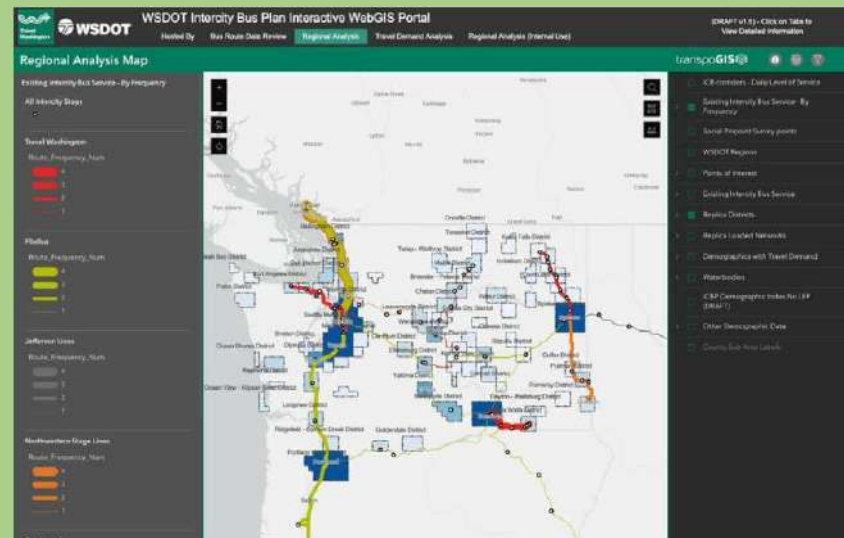
Inventory of existing
intercity bus services

Operations evaluation of
Travel Washington routes

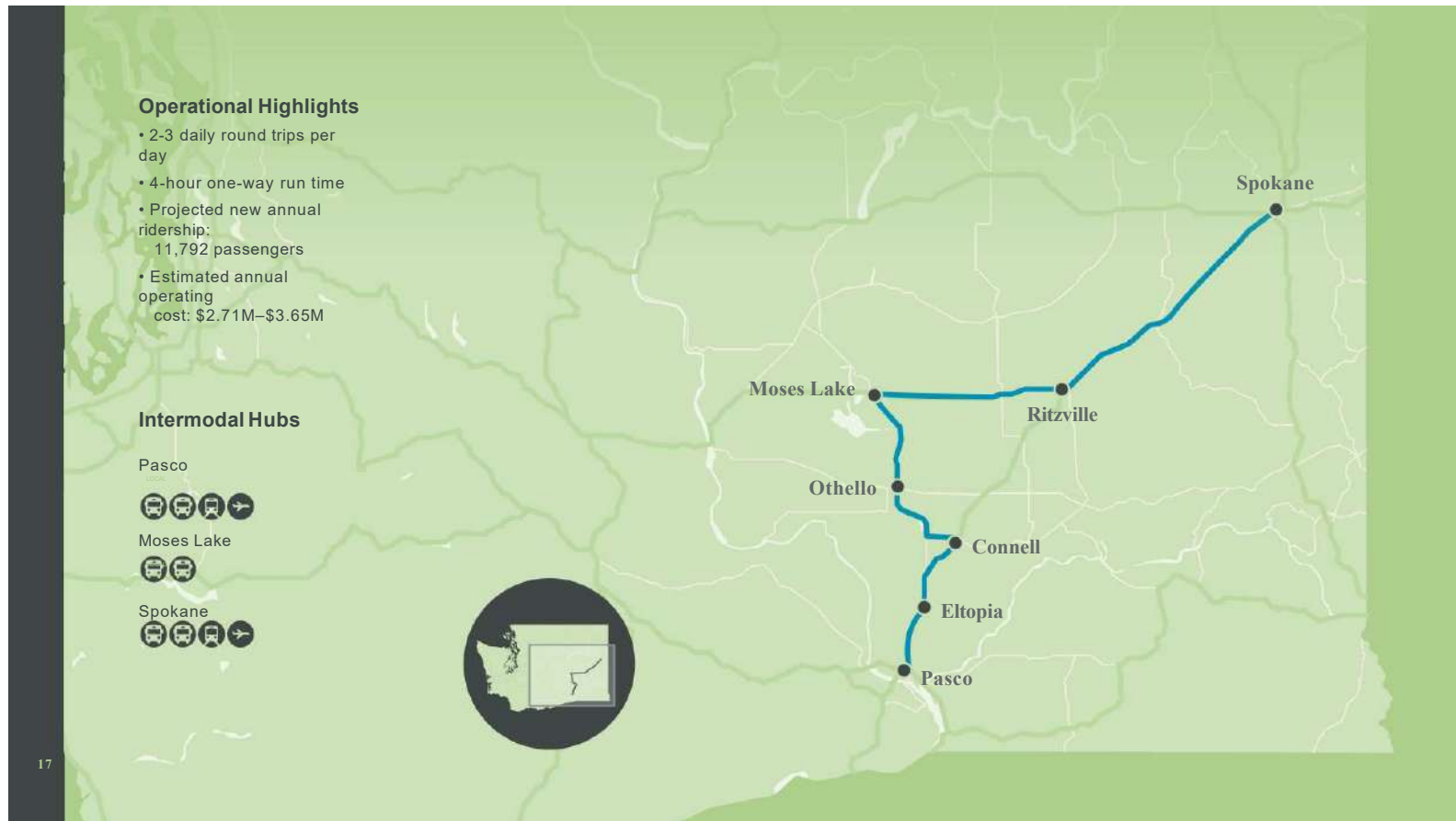
Interviews with existing intercity
bus and connecting service
operators

Demographic analysis and
travel demand analysis

In person and virtual
public engagement



Proposed new route



17

THANK YOU

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Spokane Metropolitan Transportation Plan

Draft Comment Period

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Jason Lien

November 13, 2025



**Spokane
Regional
Transportation
Council**

Process Update

- 30-Day comment period complete
- Open House complete
- Draft updates underway



Comments Received

- Minor updates and suggestions
 - WSDOT
 - Commute Smart NW
 - STA
 - State Parks
- Two project specific comments



Timeline / Next Steps

NOVEMBER 2025						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

DECEMBER 2025						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Thank You

Jason Lien
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509.343.6370



FFY 2027–2032 NHFP

Project Solicitation and Selection Process

SRTC Board of Directors
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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.

2022 Projects Funded

Project	NHFP Funding
Argonne Rd & Upriver Dr Intersection Improvements	\$300,000
Bigelow Gulch Corridor Safety & Mobility Project 2	\$6,000,000
Wellesley Ave: Freya to Havana	\$120,000
Sullivan/SR 290 Interchange (PE)	\$2,552,000
Region Total	\$8,972,000

Spokane region's proportionate share of statewide total based on:

- Population: \$3,850,000 (7.0%)
- NHFN Lane Miles: \$3,520,000 (6.4%)

Project Eligibility

- ▶ **Clear Benefit to Freight Transportation**
- ▶ **Ready to obligate during FFYs 2027–2032**
- ▶ **Eligible project activity (PE, RW, CN)**
- ▶ **13.5% non-federal match**

*A complete list of eligibility criteria is available on the WSDOT NHFP website linked in the memo:

<https://wsdot.wa.gov/construction-planning/statewide-plans/freight-plans/national-highway-freight-program>

WSDOT Evaluation Criteria

Goal	Evaluation Criterion	Measure	Proposed point allocation (example based on 2022 process)*	Policy Goal weight (example based on 2022 process)*
Preservation	Improve the State of Good Repair of Freight Infrastructure	Pavement and/or bridge condition	20	20%
Safety	Prevent or Reduce Serious Injuries and Fatalities	Count of serious injury and fatality crashes within the project boundary	13	20%
	Reduce Conflict with Active Transportation Users	Separation or mitigation efforts	7	
Stewardship	Percent of Project Cost with Funding Match	Percent match	5	10%
	Prioritize Lowest-Cost Solutions for the Specific Freight Need	Evidence of low-cost solution consideration or implementation	5	
Mobility	Reduce Congestion and Improve Reliability	Level of congestion or reliability in the project area	15	15%
Economic Vitality	Support the Economy and Promote Employment	Project's distance from the nearest large-footprint freight-related building cluster	7	20%
	Location on the FGTS	FGTS designation or equivalent truck traffic volume	7	
	Intermodal Connectivity Between Modes	Degree of connection to an intermodal facility	6	
Environment	Reduce Freight Transportation's Negative Impacts on Stormwater Runoff	Addressing stormwater impacts above minimum requirements	5	15%
	Reduce Freight Transportation's Negative Impacts on Wildlife Habitats	Addressing wildlife habitat impacts	5	
	Reduce Freight Transportation's Negative Impacts on Fish Passage	Correcting fish passage barriers	5	
			Total	100%

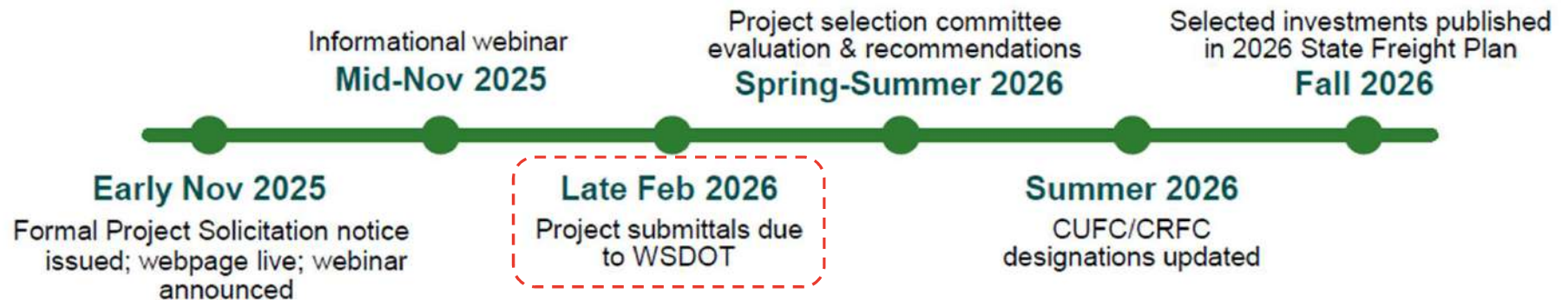
SRTC Proposed Evaluation Criteria

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

Project Identification

- ▶ **SRTC Unified List**
- ▶ **Horizon 2050**
Regionally Significant Projects and Transportation Programs
- ▶ **Other projects meeting the NHFP criteria**
may be submitted by member agencies for evaluation

WSDOT Schedule



Proposed SRTC 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

Draft 2026 Transportation Improvement Program Guidebook

**SRTC Board
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November 13, 2025



TIP Guidebook

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

TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED 10/09/2025



Spokane Regional
Transportation Council

TIP Guidebook

- Programming resource for SRTC member agencies, the Board of Directors, and advisory committee members
- The initial TIP Guidebook was developed in 2013
- Updated yearly to incorporate new schedules, procedures, and programming policies

2026 TIP Guidebook - Revisions

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

2026 TIP Guidebook - Revisions

Policies 4.4-4.6 One Time 2 Year Extension

- ▶ Challenge – impact to meeting annual obligation target
 - ▶ Other projects must be advanced to meet \$12–13M annual delivery target.
 - ▶ As project phases increase in funding, it becomes increasingly difficult to support automatic extensions and continue to deliver \$12-13M per year.
 - ▶ Late extension requests limit the ability to rebalance the program effectively.

2026 TIP Guidebook - Revisions

Policies 4.4–4.6 Proposed Change

- One-time 1 year extension for RW and CN only
- Request must be submitted by March 1st
- Extensions are requested by phase

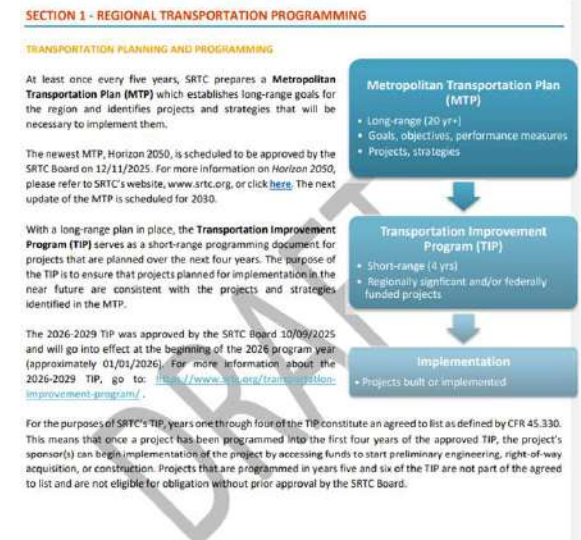
Next Steps

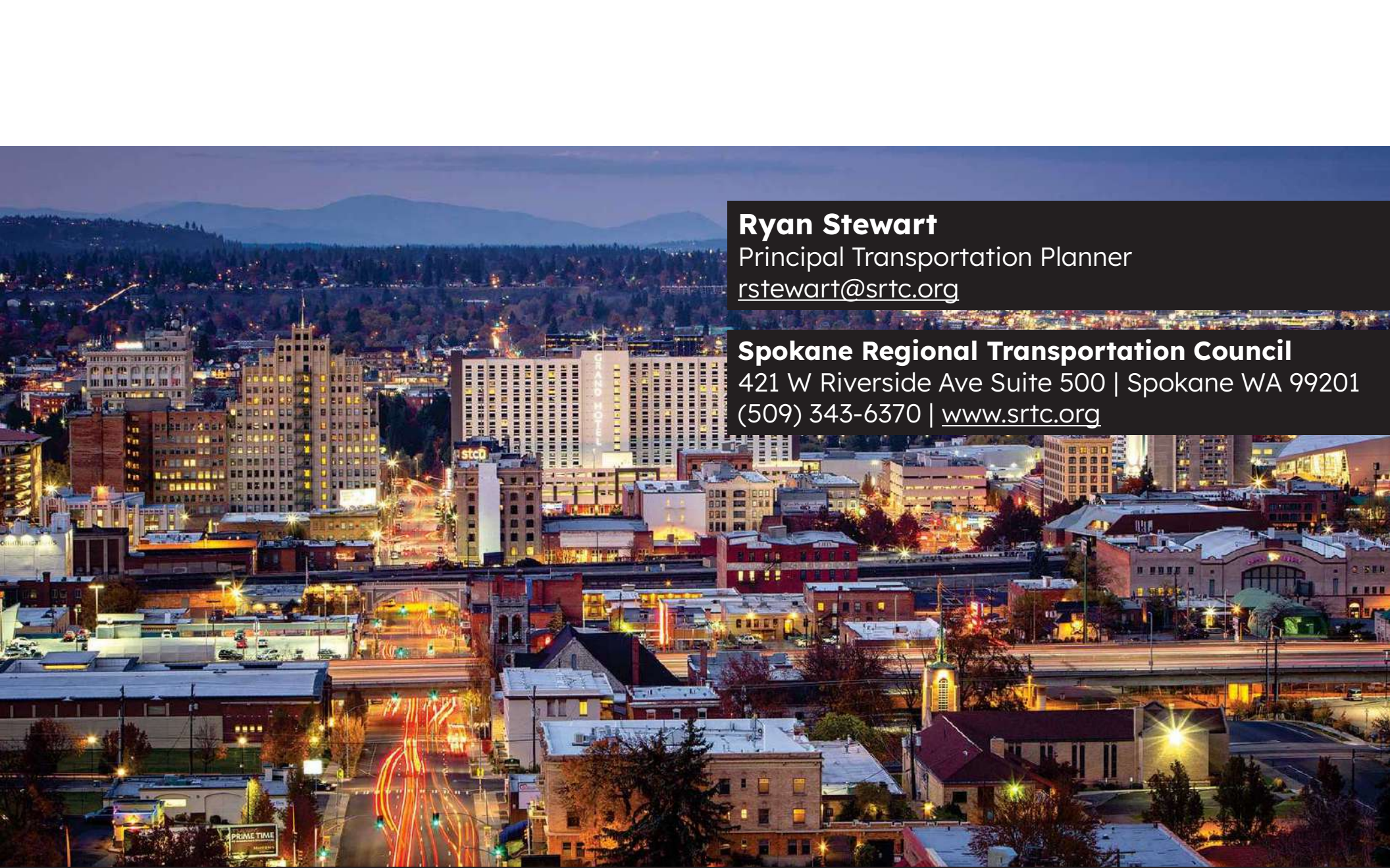
November

- ▶ Board - briefing
- ▶ Committees - recommendation

December

- ▶ TIP Working Group
- ▶ Board - approval





Ryan Stewart

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Spokane Regional Transportation Council

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