



Transportation Technical Committee Meeting Minutes

Wednesday, October 22, 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
Colin Quinn-Hurst
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
Matt Zarecor
Spokane County
Barry Greene
Spokane County (Chair)
Jake Saxon
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
Julia Whitford
Kalispel Tribe
Maria Cullooyah
Spokane Tribe
Mike Pea
WSDOT-ER

Guests:

Nina Stocker
WSDOT
Seth Stark
WSDOT
LeAnn Yamamoto
Commute Smart NW
Sean Messner
CivTech
David Istrate
Spokane County
Dan Pratt
City of Deer Park
Tyler Kimbrell
City of Spokane

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coord.
Anadia Grier
Admin-Executive Coord.
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 October's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. September TTC Meeting Minutes

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

4 CY 2026 Unified List (Federal Version) – Approval

Mr. Fletcher presented the action item to recommend SRTC Board approval of the Unified List federal version. He explained that the Unified List serves as the region's strategic tool for communicating transportation funding priorities to legislators.

He noted that this year's process was expedited due to overlapping efforts, including the Metropolitan Transportation Plan (MTP) update and the Call for Projects. Key milestones included the project submittal period in April and May, followed by staff review and development of the draft list in August.

Mr. Fletcher clarified that the state and federal versions of the Unified List contain the same set of projects. The only difference is the funding request amounts, which vary depending on the share of federal versus state funding being sought.

He described how the list is organized by project status: initiation, development, and implementation. Initiation projects are in their early stages of development and have received little to no funding. Development projects are often further along and have secured some funding, but they are not yet ready for construction. Implementation projects are those nearing construction and generally have significant funding in place.

The Unified List represents approximately \$886 million in total project costs, with federal funding requests totaling just under \$380 million, or about 43 percent of the overall cost.

Within the implementation category, there are four projects, including one new addition, the US 2 Multimodal Improvements Phase 1 project in Airway Heights, which advanced due to funding received through the recent SRTC Call for Projects. The development category includes sixteen projects, which make up most of the list. The initiation category includes one new project, Spokane Transit Authority's Clean Energy Campus Phase 1.



There were no questions or comments.

Ms. Trautman motioned to recommend the approval of the CY 2026 Unified List (Federal Version) as presented. Mr. Clark seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: Travel Washington Intercity Bus 2024 Study Update

Ms. Nina Stocker from WSDOT's Public Transportation Division presented an overview of the statewide Intercity Bus Travel Washington program. She has managed the program since 2019 and explained that it operates as a public-private partnership between WSDOT and various private bus carriers such as Northwestern Stage Lines, Greyhound, and FlixBus. These partners operate the services, while WSDOT provides partial subsidies through the federal 5311 Rural Formula Program.

The program was launched in 2007 to restore intercity travel options for rural communities that lost service after Greyhound withdrew from many routes. It currently operates four main subsidized routes—the Apple Line between Omak and Ellensburg, the Dungeness Line between Port Angeles and SeaTac, the Gold Line between Kettle Falls and Spokane, and the Grape Line between Walla Walla and Pasco. Two additional pilot routes are running with remaining COVID relief funds: an overnight service along I-90 between Spokane and Seattle, and a service between Yakima and Pasco along I-82, established to fill a significant gap identified in the 2024 study.

Ms. Stocker discussed the 2024 statewide Intercity Bus Study Update, completed in December 2024 and submitted to the Legislature. The study inventoried both subsidized and unsubsidized intercity bus services, conducted provider interviews, analyzed travel demand and demographics, and included robust public engagement across all WSDOT regions. Results informed both service and policy recommendations, including opportunities for program expansion. A GIS portal was developed to support the analysis and assist with service planning.

One major outcome of the study is a proposed new route between Spokane and Pasco, with a key connection in Moses Lake—an area identified as a high priority due to limited intercity service. The route would offer two to three round-trips per day, a four-hour travel time each way, and an estimated annual ridership of about 12,000. Annual operating costs are projected between \$2.5 and \$3.5 million. WSDOT plans to coordinate with local transit providers to support connectivity at intermodal hubs along the route, including airports and rail stations.

In response to a question from Ms. McMenemy about the project timeline, Ms. Stocker said that the project will move quickly toward implementation, with a request for proposals anticipated by December 2025 and contracts expected to be finalized by January 2026. Service launch is planned for March or April 2026, ahead of the World Cup that summer, which



is expected to drive additional travel demand across the state.

Ms. Stocker noted that the new route will also receive a regional branding name consistent with other Travel Washington routes, such as the Apple and Grape Lines. Possible names being considered include the Wheat Line, Alfalfa Line, and Spud Line. She invited feedback from agencies and stakeholders and offered to meet individually with interested organizations to discuss the project further.

In closing, Ms. Stocker encouraged attendees to review the full [2024 study](#) or its shorter [executive summary](#), both available on the WSDOT Travel Washington webpage.

6 2026 Transportation Improvement Program (TIP) Guidebook – Draft

Mr. Stewart presented an overview of the proposed updates to the 2026 Transportation Improvement Plan (TIP) Guidebook. He explained that the guidebook serves as the primary resource for developing and maintaining the TIP, guiding project priorities, funding use, programming policies, amendment procedures, and timelines. The initial guidebook was developed in 2013 and is updated annually to reflect new schedules, procedures, and policies.

Key revisions in the draft guidebook include the removal of transportation air quality conformity requirements, reflecting the completion of the second 10-year limited maintenance plan for carbon monoxide and particulate matter. The project selection section was updated to reflect the results of this year's Call for Projects, and the development schedule for the next TIP (2027–2030) was revised. The congestion management process section was updated to align with the SRTC Board-approved Congestion Management Plan, and amendment and administrative modification schedules were updated to support TIP managers.

Mr. Stewart highlighted Policy 4.4, which addresses one-time extensions for project phases that will not meet their targeted obligation dates. Under the current policy, requests for extensions of up to two years are automatically granted without approval. He noted that while this process ensures documentation, it can challenge the region's ability to meet its annual federal obligation target, which affects eligibility for additional funding. Large project delays can be difficult to absorb, and late-year extension requests can hinder rebalancing the program.

To address these challenges, Mr. Stewart presented two potential options for consideration. The first is to establish an early fiscal year deadline and cap for extension requests to allow more flexibility in rebalancing projects. The second is to implement discretionary approval, making extensions dependent on available obligation authority, timeliness, demonstrated need, and readiness of replacement projects.

During the discussion, Mr. Greene asked when feedback on the guidebook was needed, and Mr. Stewart indicated comments should be submitted by the next TTC meeting in November to finalize recommendations for the Board. Mr. Jackson questioned the purpose of discretionary approval, noting that agencies request extensions because they cannot meet



the target, and denying requests does not change that reality. Ms. McMenemy responded that the intent is to increase awareness and incentivize early notification, which could help the region manage large funding phases more effectively. She emphasized that early notification would be particularly helpful for agencies less familiar with TIP rules.

Mr. Stewart concluded that the draft language and guidebook revisions would be discussed further at the November TIP working group meeting, after which the Board would be briefed. Pending approval by the Board in December, the 2026 TIP Guidebook would take effect immediately, with advanced timelines included for amendments.

7 Horizon 2050 Draft for Public Review

Mr. Lien provided an update on the [draft of Horizon 2050](#), which was released for public review earlier this month following the SRTC Board meeting. He noted that the plan is on track for eventual approval and encouraged committee members to review the document. Horizon 2050 builds on themes from the previous Horizon 2045 plan while emphasizing continued priorities for the region's long-range transportation planning.

Mr. Lien explained that the document is organized into four chapters. Chapters 1 and 2 address the role of SRTC and current conditions. Chapter 3 outlines anticipated future conditions, and Chapter 4 details projects, programs, and financial forecasts through 2050. Investments are organized into categories, including regionally significant projects, transportation programs, maintenance & operations, and preservation, all constrained to \$16.1 billion of reasonably expected revenue over the planning period. While maintenance and preservation funding do not fully meet current or projected needs, the plan acknowledges these shortfalls.

He outlined the public review process, which runs through November 10th. SRTC hosted an open house to provide additional opportunities for public input, and comments can also be submitted through the SRTC website, by phone, or by mail. Feedback received during this period will be used to refine the draft.

Mr. Lien noted that the revised draft will be presented to the committee at the November 19th meeting, at which time a recommendation to the Board will be requested. The SRTC Board is scheduled to consider approval of Horizon 2050 at their December 11th meeting. Committee members were invited to submit questions or comments directly to Mr. Lien prior to those meetings.

INFORMATION (NO PRESENTATION)

8 Agency Update

Mr. Fletcher provided several updates to the committee, noting that the November and December meetings will be moved up a week to accommodate the Thanksgiving and Christmas holidays. Updated calendar invites will be sent out accordingly.

He provided an update on WSDOT's Transit Asset Management Plan (TAMP), noting that data has been received from several agencies. Agencies that have not yet submitted their



information were asked to do so by the end of the following week. Mr. Fletcher directed any questions regarding TAMP to Michael Redlinger at SRTC, who is leading the effort.

Mr. Fletcher also discussed the upcoming [National Highway Freight Program](#) (NHFP) Call for Projects for the 2027–2032 cycle. The solicitation will begin in early November for regional freight projects eligible for NHFP funding. Eligibility requirements are available through U.S.C and on WSDOT’s website, and Mr. Fletcher will provide a follow-up link to committee members. MPOs and RTPOs across the state are asked to submit a consolidated list of regional freight priorities.

The timeline for the NHFP process includes an informational webinar in mid-November, with the consolidated submittal to WSDOT due in late February 2026. Mr. Fletcher highlighted the success of the 2022 solicitation, when the region received funding for four projects totaling approximately \$9 million, which exceeded the region’s population share of the state. He noted that criteria from the previous cycle are likely to be retained unless significant changes are introduced by WSDOT.

The committee was informed that SRTC plans to present more detailed information at the next meeting, with a draft list of regional freight priority projects targeted for review in December. The Board is expected to consider approval of the final list in mid-January 2026 to meet the program deadline.

Mr. Fletcher concluded by noting that additional information will be provided as it becomes available and that questions are welcome in the meantime.

There being no further business, the meeting was adjourned at 1:54 PM

Anadia Grier, Clerk of the Board