



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, January 28, 2026 at 3:00 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/82360883378?pwd=VcLjTKsLWwph4jxVLrYR4CnWMQLFVA.1>

Meeting ID: 823 6088 3378 | Passcode: 674742

By Phone 1-253-215-8782

Meeting ID: 880 1169 5265 | Passcode: 807716

Or find your local number: <https://us02web.zoom.us/j/82360883378?pwd=VcLjTKsLWwph4jxVLrYR4CnWMQLFVA.1>

SRTC welcomes public comments at the Transportation Advisory 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 #
3:00	1 Call to Order/Record of Attendance/Excused Absences	
3:05	2 Public Comments/TAC Member Comments/Chair Report on January Board of Directors Meeting	

FOR ACTION

3:10	3 Consent Agenda	
	a) December TAC Meeting Minutes	3
	b) Transportation Improvement Program (TIP) Amendment - February	11
3:15	4 FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List - Final <i>(David Fletcher)</i>	14

INFORMATION AND DISCUSSION ITEMS

3:30	5 Guest Presentation: Sullivan/Trent Interchange <i>(Spokane Valley) <u>No Memo</u></i>	N/A
3:40	6 MPO-RTPO Overview and Upcoming Activities in 2026 <i>(Ben Kloskey)</i>	16
3:50	7 Public Participation Plan (PPP) Update Overview <i>(Savannah Creasey)</i>	17

INFORMATION: No Presentation

4:00	8 Agency Update and Future Information Items <i>(Ben Kloskey)</i>	
4:05	9 Adjournment <i>(Chair)</i>	



Transportation Advisory Committee Meeting Minutes

Wednesday, December 17, 2025- 3:00 pm

1 Call to Order/ Excused Absences

Mr. Vose called the meeting to order at 3:00 pm, and attendance was taken.

Excused Absence:

In attendance were:

Committee Members:

Mike Ankney (Vice Chair)
John Barber
Raychel Callary
David Eash
Charles Hansen
Carlie Hoffman
Katie Melby
Paul Vose (Chair)
Ann Winkler
Kim Zentz

Absent Members:

Mark Johnson

Guests:

Wende Wilber
Kittleson & Assoc.
Andrew Eoff
Derrick Braaten
J-U-B Engineers
Josh Hudgins
Spheros Environmental

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive 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 Paparazzo
Associate Transp. Planner 1



2 Public Comments

There were no public comments.

3 Member Comments

There were no member comments.

#4 Chair Report on SRTC Board Meeting

Mr. Vose gave a brief overview of December's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. November TAC Meeting Minutes
- b. Transportation Improvement Program (TIP) Amendment - January

Ms. Winkler requested an amendment to the consent agenda to include approval of the November meeting minutes while removing the TIP amendment for further discussion. The discussion then focused on the TIP amendment, specifically the Sullivan-Trent Interchange project. Ms. Winkler raised concerns that the traffic study supporting the project relied on inaccurate field data, resulting in traffic volumes and modeling outputs that did not reflect existing or future conditions. She noted that the projected operation of the proposed roundabouts appeared flawed and inconsistent with observed traffic patterns, and compared the proposal to the I-90 Barker interchange, where similar roundabout configurations have negatively affected nearby signalized intersections. Based on these issues, she expressed concern that proceeding with the project as proposed would not adequately serve the traveling public and emphasized the need for analysis based on updated and accurate data.

Following the discussion, the committee agreed to proceed with approval of the meeting minutes and the TIP amendment, excluding the Sullivan-Trent Interchange project. Consideration of that project was deferred to the following month to allow for updated information and a formal presentation by the City of Spokane Valley.

Mr. Eash made a motion to approve the Consent Agenda, with the exception of the Sullivan-Trent Interchange project. Mr. Hansen seconded the motion. The motion was passed unanimously.

4 2026 Transportation Advisory Committee (TAC) Officers Election

Mr. Kloskey thanked the outgoing Chair, Mr. Paul Vose, for his service and noted that the current Vice Chair, Mr. Mike Ankney, had expressed interest in serving as Chair for the upcoming year. Members were advised that the Vice Chair customarily has the first opportunity to assume the Chair role, though additional nominations were welcomed. It was also noted that a Vice Chair would need to be selected and that the newly elected officers would begin presiding over meetings starting the following month, when committee membership would also change.



Mr. Vose nominated Mr. Ankney to serve as Chair for the next year. Discussion followed regarding the Vice Chair position, with Mr. Ankney noting that the role had required minimal additional time commitment due to consistent attendance by the Chair and support from staff. A question was raised about whether the committee could operate without a Vice Chair, and staff confirmed that a Vice Chair is required in the event of the Chair's absence. Mr. Barber then volunteered to serve as Vice Chair.

Mr. Vose made a motion to recommend Mike Ankney as Chair of the TAC for 2026. Mr. Eash seconded the motion. Mr. Ankney accepted the nomination, and the motion passed unanimously.

Mr. Eash made a motion to recommend John Barber as Vice Chair of the TAC for 2026. Mr. Hansen seconded the motion. Mr. Barber accepted the nomination, and the motion passed unanimously.

5 Vehicle Miles Traveled (VMT) Reduction Framework and Comprehensive Plan Certification Final Report

Mr. Stewart introduced Ms. Wende Wilber of Kittleson & Associates to provide a brief update.

Ms. Wilber summarized the project scope, which focused on evaluating the region's approach to reducing and monitoring VMT and updating the comprehensive plan certification checklist, last revised approximately ten years ago. She described the extensive outreach conducted during the process, including coordination with local jurisdictions, state agencies, advisory committees, and multiple review periods throughout the year.

Ms. Wilber explained that while jurisdictions are not required to adopt per capita VMT reduction targets, the Growth Management Act requires them to identify strategies to reduce greenhouse gases. Based on peer agency practices, the recommended approach for SRTC is to establish a regional VMT baseline, continue monitoring trends, identify strategies to reduce VMT, and await additional guidance from WSDOT before establishing specific regional targets.

She also reviewed updates to the comprehensive plan certification process, noting that SRTC's role is to verify that local comprehensive plans include required Growth Management Act elements and that transportation components are consistent with the Regional Transportation Plan. The updated checklist was streamlined and revised to reflect recent legislative changes, including requirements related to VMT, multimodal level of service, and State Environmental Policy Act infill housing categorical exemptions. New questions were added to ensure coordination with WSDOT and documentation of any required mitigation.

Mr. Stewart thanked Ms. Wilber and her team for their work and clarified that the VMT Reduction Framework establishes a structure for ongoing data collection and monitoring without setting regional targets at this time. He emphasized that the updated comprehensive plan certification process will be used extensively over the next year as jurisdictions complete



their periodic comprehensive plan updates, which are due by the end of 2026. Staff will apply the updated checklist beginning with an upcoming comprehensive plan review for the City of Deer Park and will bring summarized staff reports and recommendations to the committee.

In response to committee questions, Mr. Stewart confirmed that SRTC is required to review all comprehensive plan updates for consistency with Horizon 2050 and other state requirements. Staff will conduct detailed reviews and work closely with local planning agencies to address any inconsistencies, providing summarized findings and recommendations for committee consideration.

Mr. Barber made a motion to approve the VMT Reduction Framework and Comprehensive Plan Certification Final Report as presented. Mr. Hansen seconded the motion. The motion was passed unanimously.

6 Transportation Performance Management (TPM): PM1 – Safety

Mr. Kloskey introduced the Transportation Performance Management (TPM) PM1 safety target program for 2026, which guides how the region plans and programs projects to support safety improvements. He explained that the requested action was for the committee to recommend that the SRTC Board plan and program projects in support of WSDOT's safety targets under the Target Zero framework. Mr. Kloskey noted that aligning with the state's targets has been SRTC's historical approach and represents the staff recommendation for this action.

He outlined the two options available for the annual PM1 target-setting process. The first, and recommended option, is for SRTC to continue planning and programming projects to contribute toward the WSDOT Highway Safety Improvement Program targets, which are based on a five-year rolling average with trend lines toward zero fatalities and serious injuries by 2030. The second option would involve establishing separate, region-specific safety targets, which would require additional documentation, annual progress reporting, and federal compliance measures. Staff recommended the first option to maintain consistency with the state's approach and minimize additional administrative burden.

Mr. Kloskey then reviewed the five federally required PM1 measures: fatalities, fatality rate, serious injuries, serious injury rate, and non-motorist fatalities and serious injuries. He summarized recent trends in Spokane County, noting that while fatalities declined slightly in 2024, overall numbers remain higher than 2019 levels and five-year rolling averages continue to increase. He clarified that SRTC would not formally adopt regional numerical targets but would plan and program projects to support the state in achieving Target Zero.

Committee members asked for clarification regarding what "plan and program" entails. Mr. Kloskey explained that the approach aligns ongoing safety planning and project programming with the goal of zero fatalities and serious injuries by 2030. Mr. Redlinger added that safety is integrated into project scoring, calls for projects, and regional safety planning, and that the recommended action would not change current plans, funding, or priorities. It primarily fulfills the state and federal reporting requirements for Transportation Performance Management



targets.

Committee members expressed agreement with the staff recommendation, noting that adopting separate regional targets would be complex and require additional reporting, while alignment with WSDOT maintains consistency with the shared goal of achieving Target Zero as soon as possible.

Ms. Winkler made a motion to approve the TPM: PM1 – Safety as presented. Mr. Hansen seconded the motion. The motion was passed unanimously.

7 2026 Transportation Improvement Program (TIP) Guidebook – Approval

Mr. Stewart introduced the 2026 Transportation Improvement Program (TIP) Guidebook and noted that the requested action was for the committee to recommend Board approval. He explained that the guidebook is a key document outlining the goals, objectives, and policies for developing the TIP, including procedures for amendments, administrative modifications, and minor corrections, as well as timelines and schedules critical for member jurisdictions and agency staff to administer projects effectively.

Mr. Stewart provided a brief overview of the updates reflected in the 2026 guidebook. Revisions included an updated definition of regionally significant projects, updates to the project selection section to reflect the 2025 call for projects, coverage of the TIP development period from 2027 through 2030, and updates to the congestion management process consistent with the board-approved CMP earlier this year. He also highlighted policies regarding amendments and administrative modifications, noting that one policy in particular, Policy 4.4, allows for a one-time extension of project phases when delays occur.

Mr. Stewart explained that the policy as previously written allowed a two-year automatic extension, which could impact the region's ability to meet its annual federal obligation target of approximately \$12 to \$13 million. To improve flexibility while maintaining fiscal responsibility, the proposed change reduces the extension to one year and limits it to right-of-way and construction phases only, with requests required by March 1. If another project of equal or greater funding value is available to advance in place of a delayed project, the extension would not be granted. He noted that similar policies have been successfully implemented by peer MPOs, generating additional funding opportunities for ready-to-go projects.

Mr. Stewart concluded by noting that the 2026 TIP Guidebook incorporates these updates and provides clear guidance for project administration, and the committee was asked to recommend Board approval of the guidebook.

There were no question or comments.

Mr. Barber made a motion to approve the 2026 TIP Guidebook as presented. Mr. Eash seconded the motion. The motion was passed unanimously.



INFORMATION AND DISCUSSION ITEMS

8 Guest Presentation: Target Zero Task Force

Mr. Kloskey introduced John Griffin, Target Zero Task Force Manager for Spokane County and the region, who provided an overview of current and upcoming traffic safety projects.

Mr. Griffin shared that he has over 26 years of law enforcement experience in Spokane, including serving as a traffic sergeant and collision investigator, and that traffic safety has long been a focus of his work. He explained that the state's Traffic Safety Commission divides Washington into 17 regions, each with a Target Zero Manager, with his position covering four counties and funded through a Washington Traffic Safety Commission grant.

Mr. Griffin outlined key programs and initiatives, including high-visibility enforcement coordinated with local law enforcement agencies to address primary causes of fatalities and serious injuries, such as impaired or distracted driving, seatbelt use, and speeding. He highlighted the Teens in the Driver's Seat program, a peer-to-peer traffic safety curriculum delivered in schools, which provides students the opportunity to earn up to \$1,250 for completing units focused on safe driving behaviors, pedestrian safety, and other traffic safety topics.

He also described his community outreach efforts, providing tailored presentations to organizations such as Fairchild Air Force Base, juvenile detention facilities, and Spokane County Public Works, emphasizing a safe systems approach to traffic safety. Mr. Griffin highlighted several large-scale and community-specific projects, including the Walker Roller Education Campaign, student-led traffic safety PSAs, and campaigns promoting designated driving in collaboration with local coalitions and institutions. These efforts included bilingual materials and social media engagement, as well as partnerships with schools to reinforce traffic safety culture.

Mr. Griffin shared that the program, originally developed in Texas, has demonstrated effectiveness in reducing teen fatalities and serious injuries by approximately 13.5% when implemented consistently over three years. He noted that while school participation can initially be slow, programs often expand over time as schools become more comfortable with the curriculum. He concluded by describing future projects, including ongoing community presentations, juvenile outreach, and seatbelt media campaigns in areas with low compliance, and invited questions from committee members.

9 Electric Vehicle (EV) Charging Grant Closeout

Mr. Lien provided a final update on the Washington Department of Commerce EV charging grant. The grant, pursued by SRTC in 2020 and awarded in 2021, totaled \$2.5 million and was aimed at expanding EV charging infrastructure in the region, with participation from partner agencies and site hosts. SRTC served as grant manager, providing project oversight, coordinating contracts, ensuring compliance, and managing reimbursements and reporting over the past four years.



The project resulted in 31 unique sites with completed charging infrastructure, including over 30 Direct Current Fast Charger (DCFC) ports and more than 60 Level 2 ports. In addition, STA added electric bus charging capacity at the Boone Bus Garage. Images throughout the presentation illustrated several of the completed projects. Mr. Lien noted that the grant closeout process involves final reporting and invoices to Commerce and described the overall project as a successful expansion of EV charging capacity in the region at both public and private sites.

In discussion, Mr. Eash asked whether the program was concluding due to the exhaustion of funds or because of a set timeline. Mr. Lien clarified that the grant is closing out due to a defined contract end date in 2025 and that all feasible projects within that timeframe have been completed. He added that while federal funding for such programs is diminishing, state-level opportunities may still be available, which could be brought back to the board for consideration.

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

Mr. Fletcher provided an overview of the Washington State 2027-2032 National Highway Freight Program (NHFP) project solicitation process. He noted that approximately \$11 million per year, or \$55 million total, is anticipated statewide, though the actual amount may vary. MPOs and RPPOs are asked to submit consolidated lists of regional freight investment priorities. Mr. Fletcher presented SRTC's draft list of potential projects and described the evaluation process, which aligns with WSDOT criteria.

The evaluation considered factors including preservation, safety, stewardship, mobility, economic vitality, and environmental impacts. Preservation scoring was based on pavement or bridge condition, with higher points awarded for projects in poorer condition. Safety considered all fatal and serious injury collisions, not just those involving freight vehicles. Stewardship points were based on the percentage of secured non-federal match. Mobility focused on travel time reliability improvements along freight corridors. Economic vitality evaluated proximity to freight clusters, freight classification of the corridor, and connections to intermodal facilities. Environmental considerations included green stormwater infrastructure, impacts on wildlife habitat, and fish passage improvements.

Mr. Fletcher reviewed the scoring results for 13 potential projects and presented three scenarios for determining which projects to include in the regional NHFP priority list. The first scenario included the top six projects, consistent with the number submitted in 2022. The second scenario included the top seven projects, corresponding to a natural break in scores. The third scenario included the top eight projects, adding the 21st Avenue Improvements Phase 1 project in Airway Heights. This scenario emphasized geographic equity and included a project that could potentially earn additional points for freight system resiliency.

During discussion, Mr. Barber asked if the safety category considered only freight vehicles. Mr.



Fletcher explained that it included all vehicles and any fatal or serious injury collisions. Mr. Vose asked whether the mobility category was freight-specific, and Mr. Fletcher confirmed that it was, as were aspects of economic vitality. Ms. Winkler inquired why 21st Avenue received a preservation score of zero, and Mr. Fletcher explained that the project is currently a dirt road and WSDOT's evaluation criteria does not award preservation points for new construction. Ms. Winkler also asked whether the project could be justified as supporting US 2 by providing a parallel route. Mr. Fletcher confirmed that while points are not awarded for new pavement, the project could improve safety conditions on US 2 by offering an alternative route.

INFORMATION (NO PRESENTATION)

11 Agency Update

Mr. Kloskey provided several agency updates. He opened a discussion about increasing the number of in-person committee meetings next year, suggesting two to four meetings outside of the winter months, potentially beginning in the spring. He noted that additional in-person meetings would be especially helpful given that several new committee members will be joining in January, and emphasized the value of face-to-face interaction for discussion and relationship-building.

Mr. Eash suggested beginning in March. Mr. Barber expressed support for the idea, noting that in-person meetings allow for better conversation flow and help members get to know one another. Mr. Kloskey agreed and remarked that the previous in-person meeting demonstrated the benefits of gathering in person. He indicated that staff would tentatively plan for an in-person meeting in March and evaluate future scheduling based on committee interest.

Mr. Kloskey then thanked current committee members for committing to another two-year term, noting that all current members have signed on to continue serving and will be joined by new members pending Board approval in January. He added that the committee will be at full capacity with 16 members. He concluded by thanking Mr. Vose for his service as Chair and Mr. Ankney for his service as Vice Chair, expressing appreciation for their leadership and time.

There being no further business, the meeting was adjourned at 4:14 PM

Anadia Grier, Clerk of the Board



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

Requested Action:

Recommend SRTC Board approval of the February amendment to the CY 2026-2029 TIP.

Key Points:

There are 4 projects included in the February amendment to the CY 2026-2029 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY

PROJECT

Spokane County

Commute Trip Reduction 2024-2026

Spokane County

Commute Smart - Advancing and Connecting TDM, CTR and Communities

Spokane Transit

Fixed Route Bus Purchase (5339)

Spokane Transit

Section 5310 Funding for Seniors and People with Disabilities

Board/Committee Discussions:

This is the first discussion of the February 2026 TIP Amendment.

Public Involvement:

The proposed February amendment was published for a public review and comment period from 01/12/26 through 01/21/26. On 01/12/26 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

February Amendment (26-02)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
Spokane County WA-14682	Commute Trip Reduction 2024-2026 Project phases were updated to reflect correct funding years. 2027 programming was removed and funding was correctly assigned to 2026.	Federal (CMAQ)	\$330,641
		State	\$0
		Local	\$101,569
		Total	\$432,210
Spokane County WA-14682	Commute Smart – Advancing and Connecting TDM, CTR and Communities Project phasing updated to move CRP funding forward. Overall funding corrected to reflect the amount awarded.	Federal (CRP, CMAQ)	\$980,561
		State	\$170,139
		Local	\$0
		Total	\$1,150,700
Spokane Transit Authority WA-07237	Fixed Route Bus Purchase (5339) 2024 and 2025 federal funding apportionments were added to 2026 project phase.	Federal (5339)	\$6,102,122
		State	\$0
		Local	\$1,242,019
		Total	\$7,344,141
Spokane Transit Authority WA-09380	Section 5310 Funding for Seniors and People with Disabilities 2024 and 2025 federal funding apportionments were added to 2026 project phase.	Federal (5310)	\$2,753,318
		State	\$0
		Local	\$1,614,463
		Total	\$4,367,781

CMAQ-Congestion Mitigation and Air Quality Program | CRP-Carbon Reduction Program | 5339-FTA Section 5339: Buses and Bus Facilities Grants | 5310-FTA Section 5310: Funding for Seniors and Individuals with Disabilities



Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendment – February

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 February amendment will be incorporated into the STIP on or around 03/20/2026.



To: Transportation Advisory Committee
From: David Fletcher, Principal Transportation Planner
Topic: FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Final

Requested Action:

Recommend SRTC Board approval of the FFY 2027–2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List, as shown in the **attachment**.

Key Points:

- The Washington State Department of Transportation (WSDOT) has initiated the FFY 2027–2032 NHFP project solicitation and selection process. Additional information is available on [WSDOT’s NHFP webpage](#).
- WSDOT has requested that each MPO/RTPO submit a consolidated list of regional freight investment priorities that align with statewide priorities and meet NHFP eligibility requirements under [23 U.S.C. § 167\(h\)\(5\)](#).
- **Regional lists and individual project submittals are due to WSDOT by February 27, 2026.** WSDOT will convene a project selection committee to evaluate submitted projects using established criteria and to recommend projects for FFY 2027–2032 NHFP funding.
- The proposed Regional Priority Freight Projects List is included in the **attachment** and was developed based on multiple considerations, including natural breaks in project scoring, input from the SRTC Board and committees, geographic balance across the region, and the total amount of funding requested.
- Agencies with projects included on the regional priority freight projects list must **submit completed NHFP project submission forms to SRTC by February 16, 2026** to be included in the regional submittal. The form and instructions are available on [WSDOT’s NHFP webpage](#).

Board/Committee Discussions:

The candidate projects list and evaluation results were reviewed by the SRTC Board at their meeting on 01/12/2026, and by the TTC and TAC at their meetings on 12/17/2025. Both committees had previously received an initial briefing on the FFY 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

FFY 2027–2032 National Highway Freight Program (NHFP)

Regional Freight Priority Projects List **DRAFT**

#	Project Name	Agency	2026 SRTC Unified List Project Status	NHFP Funding Request Amount	Evaluation Criteria Scores						Total
					Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment	
1	Sullivan/Trent Interchange	Spokane Valley	Development	\$3,000,000	20	16	1	15	16	5	73
2	Latah Bridge Rehabilitation Design Only	Spokane	Development	\$2,000,000	20	12	1	10	11	10	64
3	Argonne Road Project #2 Argonne Road/Upriver Drive Intersection Improvements	Spokane County	Development	\$4,300,000	12	20	1	15	14	0	62
4	Barker/I-90 Interchange	Spokane Valley	Initiation	\$2,000,000	12	20	1	15	13	0	61
5	Monroe Street Bridge	Spokane	N/A	\$3,745,000	12	12	1	15	13	5	58
6	21st Avenue Improvements Phase 1 Garfield Road to Hayford Road	Airway Heights	N/A	\$1,697,000	0	20	1	15	15	5	56
7	Harvard Road/BNSF Grade Separation Planning Study	Spokane County	N/A	\$2,600,000	6	20	1	15	13	0	55
8	Inland Empire Way Northbound Only	Spokane	Initiation	\$5,408,000	0	12	4	15	14	5	50

Project Evaluation Criteria

Goals	Evaluation Criteria	Measures	Points
Preservation	Improve state of good repair of freight infrastructure	Pavement or bridge condition in project area	20
Safety	Prevent or reduce serious injuries and fatalities	Fatal and serious injury crashes in project area since 2020	20
Stewardship	Matching funds	Non-federal match percentage of project cost	10
Mobility	Reduce congestion and improve reliability	Travel time reliability in project area	15
Economic Vitality	Support economic activity and employment	Distance to the 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 negative impacts on stormwater runoff	Address stormwater impacts above min. requirements	5
	Reduce freight's negative impacts on wildlife habitats	Address wildlife impacts if in WDFW Priority Habitat Area	5
	Reduce freight's negative impacts on fish passage	Corrects fish passage barriers in project area	5
Total Points Possible			100



To: Transportation Advisory Committee
From: Lois Bollenback, Executive Director
Topic: MPO-RTPO Overview and Upcoming Activities in 2026

Requested Action:

None. For information and discussion.

Key Points:

- The Spokane Regional Transportation Council (SRTC) is the Metropolitan Planning Organization (MPO) serving the Spokane Metropolitan Planning Area (MPA) as designated under federal law ([23 CFR 450](#)).
- SRTC is also established under state law ([RCW 47.80](#)) to serve as the Regional Transportation Planning Organization (RTPO) in the Spokane Region.
- There are a variety of requirements associated with serving as an MPO and RTPO. There are also optional activities that can be pursued to benefit the region.
- In this presentation, SRTC staff will review the role of an MPO and RTPO as well as some of the activities that will be undertaken by SRTC in Calendar Year 2026

Board/Committee Discussions:

This is the first and only presentation expected on this topic.

Public Involvement:

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

Staff Contact: Lois Bollenback, SRTC | lbollenback@srtc.org | 509.343.6370



To: Transportation Advisory Committee
From: Savannah Creasey, Communications & Public Relations Coordinator
Topic: Public Participation Plan (PPP) Update Overview

Requested Action:

None. For information and discussion.

Key Points:

- The Public Participation Plan, or PPP, is a federally required document that serves as a formal strategy outlining how SRTC will engage and involve the public throughout its planning process and activities ([23 CFR 450.316](#)).
- The PPP also informs the public about how they can participate in SRTC's activities and outreach program. The plan outlines annual opportunities for involvement, anticipated public comment periods, and the process for considering public input throughout SRTC's work. Additionally, it outlines tools, methods, and definitions that ensure meaningful public engagement takes place.
- The document is both a public-facing resource and a detailed commitment for SRTC staff to refer to as they execute their workplans.
- The [PPP](#) was last updated in 2021, and can be found at SRTC's website on the [Public Involvement](#) page.
- SRTC has undergone many updates to its outreach program since the last PPP update. Most notably, SRTC launched a new brand and website in February 2025.
- Planned updates to the PPP include reorganizing the document, text edits, implementation of recommendations from the [TMA Certification](#), and a visual update. Specifically, the updated PPP will reflect new outreach tools and digital communication strategies, such as SRTC's approach to social media. It will also define SRTC's different target audiences and stakeholders, as reflected in its internal messaging guide. These changes will reflect SRTC's current public outreach program and the changes to Spokane County's evolving communication landscape.
- Planned outreach efforts include workshops with the TAC and TTC, partner coordination, attending community events, presenting to the Equity Working Group, an online survey, an in-person activity, a 45-day public comment period, and a public meeting.
- Feedback and input on the PPP update process are welcome and appreciated.

Board/Committee Discussions:

This is the first presentation on the 2026 PPP Update.

Public Involvement:

All SRTC Board and Committee meetings are open to the public. Planned outreach until the February Committee meetings includes:

- SRTC attendance at SMS Speed Dating event on February 12.
- SRTC attendance at the Lunar New Year Celebration on February 14.
- The launch of the online survey and in-person activity.

Staff Contact: Savannah Creasey, SRTC | screasey@srtc.org | 509.343.6370