Spokane Regional Transportation Council

Transportation Technical Committee Meeting

Wednesday, January 28, 2026 at 1:00 PM
Hybrid In Person/Virtual Meeting

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

https://us02web.zoom.us/j/81656202452?pwd=ko00IK05dn3InHnTeoD5VRTtBLLqA6.1
Meeting ID: 816 5620 2452 | Passcode: 547271

By Phone 1-253-215-8782
Meeting ID: 816 5620 2452 | Passcode: 547271
Or find your local number: https://us02web.zoom.us/u/kbB00xwxF

SRTC welcomes public comments at the Transportation Technical Committee meetings.
The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email: contact.srtc@srtc.org
- By mail: 421 W Riverside Ave Suite 500, Spokane WA 99201
- By phone: 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at 509-343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Spokane Regional Transportation Council

Transportation Technical Committee Meeting Agenda

Wednesday, January 28, 2026 – 1:00 pm

Time	Item #		Page #
1:00	1	**Call to Order/Record of Attendance/Excused Absences**	
1:05	2	**Public Comments/TTC Member Comments/Chair Report on January Board of Directors Meeting**	

FOR ACTION

1:10	3	**Consent Agenda**	
		a) December TTC Meeting Minutes	3
		b) Transportation Improvement Program (TIP) Amendment – February	12
1:15	4	**FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Final** *(David Fletcher)*	15

INFORMATION AND DISCUSSION ITEMS

1:30	5	**MPO-RTPO Overview and Upcoming Activities in 2026** *(Lois Bollenback)*	17
1:40	6	**Public Participation Plan (PPP) Update Overview** *(Savannah Creasey)*	18

INFORMATION: No Presentation

1:50	7	**Agency Update and Future Information Items** *(David Fletcher)*
1:55	8	**Adjournment** *(Chair)*

Spokane Regional Transportation Council

TTC MEETING 01/28/2025
CONSENT AGENDA

AGENDA ITEM 3a

Transportation Technical Committee Meeting Minutes

Wednesday, December 17, 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:

Dan Ferguson
City of Cheney
Luke Michaels
City of Liberty Lake
Brian Brisendine
City of Spokane
Colin Quinn-Hurst
City of Spokane
Kevin Picanco
City of Spokane
Adam Jackson
City of Spokane Valley
Jerremy Clark
City of Spokane Valley
Brandi Colyar
Spokane County
Barry Greene
Spokane County (Chair)
Jami Hayes
Spokane County
Margee Chambers
Spokane Clean Air
Tara Limon (Vice Chair)
STA
Shauna Harshman
WSDOT-ER
Mike Pea
WSDOT-ER
Glenn Wagemann
WSDOT-ER

Absent Members:

Heather Trautman
City of Airway Heights
Julia Whitford
Kalispel Tribe
Sonny Weathers
Small Cities/Towns Rep
Maria Cullooyah
Spokane Tribe
Samantha Hennessy
SRHD
Brian Jennings
STA

Guests:

John Griffin
Spokane County
Wende Wilber
Kittleson & Assoc.
Terry Mourning
Andrew Eoff
Dan Pratt
City of Deer Park

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Exec 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

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 # 2 Public Comments
There were no public comments.

 # 3 Member Comments
Members provided updates to current projects within their agency/region.
There were no public comments.

#4 Chair Report on SRTC Board Meeting
Mr. Greene gave a brief overview of December's SRTC Board meeting.

ACTION ITEMS

 # 3 Consent Agenda

a. November TTC Meeting Minutes

Ms. Harshman motioned to approve the Consent Agenda as presented. Ms. Colyar seconded the motion. The motion was passed unanimously.

 # 4 2026 Transportation Technical Committee (TTC) Officers Election
The committee considered the election of officers for the upcoming calendar year. Staff reviewed the historical rotation of officer positions, noting the typical progression of the vice chair to chair and the customary rotation among jurisdictions, with the City of Spokane Valley next in line for the vice chair role.

Ms. Limon, serving as vice chair, indicated her willingness to serve as chair. Mr. Greene formally nominated Ms. Limon for chair, and the nomination was seconded by Mr. Clark. With no additional nominations brought forward, the committee voted unanimously to elect Ms. Limon as chair for 2026.

The committee then moved to the election of vice chair. Consistent with historical rotation, Mr. Jackson nominated Mr. Jeremy Clark for vice chair, and Mr. Clark accepted the nomination. The nomination was seconded by Mr. Greene, and with no further nominations, the committee voted unanimously to elect Mr. Clark as vice chair. The committee agreed to forward the officer selections to the Board for approval.

Mr. Greene made a motion to recommend Tara Limon as Chair of the TTC for 2026. Mr. Clark seconded the motion. Ms. Limon accepted the nomination, and the motion passed unanimously.

Mr. Jackson made a motion to recommend Jerremy Clark as Vice Chair of the TTC for 2026. Mr. Greene seconded the motion. Mr. Clark accepted the nomination, and the motion passed unanimously.

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

Mr. Stewart introduced the agenda item, noting that the materials were included in the meeting packet and that the requested action was for the Transportation Technical Committee to recommend Board approval of both the Regional VMT Reduction Framework and Comprehensive Plan Certification update.

Ms. Wilber of Kittelson & Associates provided a brief overview of the work completed under the project scope. She explained that the effort focused on assessing the regional approach to vehicle miles traveled (VMT) and updating the comprehensive plan certification checklist. The process involved more than a year of coordination with a diverse working group, multiple presentations to the Transportation Technical Committee and Technical Advisory Committee, an update to the Policy Board, and individual coordination meetings with WSDOT, the Department of Commerce, STA, and the City of Spokane, as well as a presentation to the Planning Technical Advisory Committee.

Ms. Wilber summarized the key outcomes of the VMT analysis, noting that jurisdictions are not required to establish per capita VMT reduction targets at the regional or local level. However, jurisdictions are required to evaluate VMT as part of efforts to reduce greenhouse gas emissions within their comprehensive plans. She noted that SRTC plans to monitor per capita VMT trends over time, consistent with the practices of peer MPOs and RTPOs, while awaiting further guidance from WSDOT.

Ms. Wilber also reviewed updates to the Comprehensive Plan Certification Manual, which is required under the Growth Management Act and serves as a checklist to verify that local transportation elements are consistent with the Regional Transportation Plan and state law. She emphasized that the manual does not impose new requirements on member agencies. Updates reflect changes to the Growth Management Act over the past decade, incorporate new questions related to VMT reduction strategies and multimodal level of service measures, including bicycle and pedestrian facilities, and address recent State Environmental Policy Act provisions related to categorical exemptions for infill development. The checklist also includes new questions regarding coordination with WSDOT and identification of any required mitigation.

There were no questions or comments.

Mr. Clark made a motion to recommend the VMT Reduction Framework and Comprehensive Plan Certification Final Report as presented. Ms. Harshman seconded the motion. The motion passed unanimously.

 # 6 Transportation Performance Management (TPM): PM1 – Safety Targets

Mr. Kloskey reviewed the two options available as part of the annual PM1 process. The first option, and staff's recommendation, was for SRTC to continue its longstanding practice of planning and programming projects that contribute to the achievement of WSDOT's Highway Safety Improvement Program targets, which align with the state's Target Zero policy. The second option would be for SRTC to adopt separate, region-specific quantitative safety

targets, which would require additional documentation, reporting, and annual tracking to demonstrate consistency with federally required performance measures.

Mr. Kloskey explained that WSDOT's PM1 targets are based on five-year rolling average trend lines that decline toward zero by 2030, rather than fixed annual targets. The 2026 targets represent an interim step along that downward trend. While acknowledging that the state may need to reassess its approach if Target Zero is not achieved by 2030, he noted that SRTC has historically chosen to support WSDOT's efforts and continue planning toward the Target Zero goal. He also clarified that the PM1 target-setting process is separate from the Regional Safety Action Plan, although both efforts share the objective of reducing traffic-related deaths and serious injuries as quickly as possible.

Mr. Kloskey reviewed the five federally required PM1 safety measures: total fatalities, fatality rate per 100 million vehicle miles traveled, total serious injuries, serious injury rate per 100 million vehicle miles traveled, and non-motorist fatalities and serious injuries. He summarized recent trends for Spokane County, noting that fatalities declined slightly in 2024 but remained higher than 2019 levels, while the five-year rolling average continued to decrease. Serious injuries showed continued decline in 2024, with corresponding improvements in rolling averages. Non-motorist fatalities and serious injuries improved slightly from 2023, though 2024 levels remained higher than 2019, and rolling averages continued to increase. He emphasized that the figures presented represented the region's proportional contribution toward the state's 2026 targets, rather than independent regional targets.

Mr. Kloskey concluded by reiterating the requested action for the committee to recommend that the Board agree to plan and program projects that support the achievement of WSDOT's PM1 safety targets.

There were no questions or comments.

Ms. Limon made a motion to recommend the TPM: PM1 – Safety Targets as presented. Mr. Picanco seconded the motion. The motion passed unanimously.

 # 7 2026 Transportation Improvement Program (TIP) Guidebook – Approval

Mr. Stewart introduced the item and noted that the draft guidebook had been shared with the committee over the past two months and a link was included in the meeting packet. He thanked the committee and the TIP working group for their contributions to the development of the document and emphasized its role as a key source of guidance for transportation programming.

Mr. Stewart is requesting that the TTC recommend Board approval of the 2026 TIP Guidebook. He described the guidebook as the primary document outlining programming policies, timelines for amendments and administrative modifications, and the schedule for development of the next TIP cycle.

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He summarized the major updates included in this year's guidebook. Revisions include an updated definition of regionally significant projects, incorporation of the call for projects conducted earlier in the year, and inclusion of the development schedule for the next TIP, which will cover the 2027–2030 period. The guidebook was also updated to reflect the newly adopted Congestion Management Plan.

Mr. Stewart highlighted an ongoing policy discussion related to automatic project extensions, noting the challenges such extensions pose to meeting the region's annual federal obligation target of approximately $12–13 million. He explained that late extensions can require advancing other projects or phases to ensure obligation targets are met and emphasized the importance of maintaining flexibility while also positioning the region to maximize redistributed federal funding. He noted that SRTC met its obligation target in the current year and received approximately $1.7 million in additional redistributed funding.

As part of evaluating potential policy changes, staff consulted with other RTPOs statewide and found similar approaches being used successfully to meet obligation targets and secure additional funding. Mr. Stewart summarized the proposed revision to Policy 4.4, which would allow a one-time, one-year extension for right-of-way and construction phases only, with extension requests required by March 1 of the calendar year. He noted that if a project sponsor can advance another project in place of the delayed project, the extension would not be recorded.

There were no questions or comments.

Ms. Colyar made a motion to recommend the 2026 TIP Guidebook as presented. Ms. Limon seconded the motion. The motion passed unanimously.

 # 8 Scope Change: Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay
Mr. Kloskey introduced the item and turned the presentation over to Mr. Picanco to summarize the proposed revisions.

Mr. Picanco explained that the project is supported by an SRTC grant and includes a related TIP amendment scheduled for consideration as part of the January TIP amendment package. He emphasized that the proposed changes are relatively minor and do not alter the core elements of the project, which remain focused on the planned grind and overlay work. No changes to project funding were requested.

Mr. Picanco described the primary scope modification as a revision to roadway striping along the corridor. The existing configuration of four travel lanes would be reduced to three lanes, allowing for the addition of a bike lane along Washington Street. To implement this change, one of the two lanes on Ben Garnett Way approaching Washington Street would be reduced to a single lane, with the bike lane continuing uphill to Ben Garnett Way. He noted that the limits of the grind and overlay work would remain unchanged.

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He further explained that a separate, city-funded project planned for the following year would extend similar grind and overlay and striping improvements further south, including additional lane reductions and bike lane connections to Bernard Street, ultimately creating a longer continuous bike lane through the corridor. The proposed striping changes would slightly modify the project termini, as reflected in the TIP amendment.

Mr. Picanco also noted a secondary scope change involving the replacement of an aging waterline within and beyond the original project limits. Due to multiple recent main breaks in a waterline more than 100 years old, the City plans to replace the line concurrently with the roadway work, extending the waterline replacement east to McClellan Street. He explained that this work is logical to complete at the same time and does not affect the project's funding.

He added that the scope change results in a minor adjustment to the project's evaluation scoring, specifically related to cost-effectiveness, due to the reduction in the number of travel lanes. The updated application materials were provided to staff for rescoring.

During discussion, Mr. Jackson asked how the proposed bike lane would transition downhill from Ben Garnett Way to Washington Street, particularly in relation to traffic from 8th Avenue. Mr. Picanco explained that the design includes a marked crossing near 7th Avenue that transitions bicyclists to the curbside lane. He noted that the median would be opened to provide a refuge area for cyclists to wait before crossing, acknowledging that the configuration is somewhat unique but represents the most cost-effective solution available.

Ms. Colyar made a motion to recommend the Scope Change: Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay as presented. Mr. Clark seconded the motion. The motion passed unanimously.

 # 9 Transportation Improvement Program (TIP) Amendment – January

The January TIP amendment was addressed separately as part of the scope change process. Mr. Kloskey explained that the TIP amendment would be considered following action on the associated scope change. The committee was asked to consider approval of the January TIP amendment, and staff offered to respond to any questions.

There were no questions or comments.

Mr. Picanco made a motion to recommend the TIP Amendment – January as presented. Ms. Limon seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION ITEMS

 # 10 Guest Presentation: Target Zero Task Force

John Griffin from the Target Zero Task Force presented on his role and the Task Force's traffic safety initiatives. He represents Region 16, which includes Spokane, Whitman, Pend Oreille, and Stevens counties. Funded by the Washington Traffic Safety Commission and housed within Spokane County Public Works, Mr. Griffin focuses on behavior change strategies that

complement infrastructure improvements to reduce traffic fatalities and serious injuries.

He described three primary areas of work: high-visibility enforcement, youth-focused programs, and community outreach and education. High-visibility enforcement uses coordinated efforts across multiple law enforcement agencies to target the leading causes of serious crashes, including impaired driving, distracted driving, seatbelt violations, and speeding. These campaigns combine public messaging, multi-agency patrols, and enforcement operations to encourage voluntary compliance and raise community awareness of traffic safety risks.

A major focus of Mr. Griffin's work is the "Teens in the Driver's Seat" program was introduced in 2021 to reach youth in both urban and rural communities. The peer-to-peer program provides schools with kits, guidance, and funding to implement student-led campaigns that promote safe driving habits. Students plan and execute projects, track behaviors such as cellphone use while driving, and measure changes over time. The program develops leadership and planning skills while promoting traffic safety culture. Eight local schools participate, including Newport High School, Sadie Halstead Middle School, Oakesdale Middle and High School, Salk Middle School, Shadle Park High School, and Wellpinit High School, with additional schools and Whitworth University exploring participation. Research from similar programs shows that consistent implementation over three years can reduce teen fatalities and serious crashes by over 13 percent.

Mr. Griffin also discussed community-specific campaigns and partnerships. The Walker/Roller education campaign, for example, included bilingual materials and a website to reach Spanish-speaking populations, and the student-led public service announcement program involved local high schools creating PSAs addressing impaired driving, vaping, and other risky behaviors. Other initiatives included prom and graduation safety campaigns, seatbelt awareness programs like the Mother's Day campaign, and partnerships with West Spokane Wellness Partnership and WSU Spokane to improve pedestrian safety in high-risk areas. These campaigns used posters, flyers, billboards, social media, and in-person outreach to engage youth and the broader community.

Looking ahead, Mr. Griffin plans to expand outreach with presentations at Fairchild Air Force Base, juvenile detention facilities, and community coalitions, including a future seatbelt campaign in Colfax.

During discussion, Deputy Executive Director Eve McMenamy asked about the Target Zero working group. Mr. Griffin explained that it includes law enforcement, SRTC staff, public works, community coalitions, and substance abuse prevention partners, with occasional participation from courts and DUI programs. He emphasized the importance of broader participation, including citizen involvement, to provide diverse perspectives for traffic safety planning.

 # 11 Electric Vehicle (EV) Charging Grant Closeout

Mr. Lien provided an update on the Spokane Regional Transportation Electrification Grant

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Project, which is concluding this month. The project began in 2021 with a $2.5 million grant from the Department of Commerce, which was leveraged with substantial local match funding to support investment in electric vehicle (EV) charging infrastructure across the region. SRTC served as grant manager, overseeing project coordination, compliance, and contracts between agency partners and host sites.

Implementation partners included Commerce, Avista, Spokane Transit Authority, local agencies, and private organizations. The grant's outcomes were the installation of EV charging infrastructure, with 31 unique sites now in service, including over 30 Direct Current Fast Charging (DCFC) ports and more than 60 Level 2 ports. These facilities support public access, fleet charging, and bus charging, including expanded capacity at STA's Boone Garage. The project also included a smaller public outreach and education component.

While the project did not fully meet the original target for the number of unique sites, it successfully expanded EV charging capacity throughout the region. SRTC and its partners are completing final reporting and closing out the grant.

 # 12 FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Draft

Mr. Fletcher provided an overview of the draft regional priority freight projects list for the National Highway Freight Program (NHFP). The NHFP solicitation for federal fiscal years 2027–2032 is expected to provide approximately $11 million per year statewide. MPOs and RTPOs were asked to submit consolidated lists of regional freight investment priorities.

Thirteen projects were evaluated for inclusion using criteria from the previous 2022 NHFP solicitation, including preservation, safety, stewardship, mobility, economic vitality, and environmental considerations. Scores were assigned based on project condition, safety impact, local funding contribution, travel time reliability, proximity to freight clusters, level of connection to intermodal facilities, and environmental factors such as stormwater infrastructure, wildlife impacts, and fish passage barriers.

Three potential scenarios for selecting projects were presented: six projects based on the highest scores, seven projects based on natural breaks in the scoring, or a more geographically balanced option to ensure all submitting agencies had at least one project included. The draft list is intended for committee feedback, with final recommendations scheduled for the January board meeting to meet the WSDOT February 27th submission deadline. Mr. Fletcher noted that scoring details would be shared via spreadsheet following the meeting.

Committee members asked clarifying questions regarding past project success and the timing for providing comments.

 # 13 Transportation Asset Management Plan (TAMP) Data Request: Review Regionwide Values

Ms. McMenamy provided a follow-up on the Transportation Asset Management Plan (TAMP)

data request. She noted that WSDOT's TAMP tracks the condition, lifecycle costs, and performance of National Highway System (NHS) pavement and bridge assets across the state. Local agencies across the state, through their Metropolitan Planning Organizations, were asked to provide information on NHS assets they are responsible for, primarily principal arterials, including projected needs, expenditures, and funding gaps. This data will be used for the upcoming 2026 TAMP update. Submitted data indicate approximately $230 million in bridge needs and over $350 million in pavement needs within the region. Ms. McMenamy thanked the local agencies for their contributions and noted that this will be the first time local needs are included in the TAMP update for 2026, with future updates occurring every four years.

There were no questions or comments.

INFORMATION (NO PRESENTATION)

 # 10 Agency Update

Mr. Fletcher provided several agency updates. He reminded members of the Freight Improvement Multimodal Committee (FIMC) call for projects, noting it is a separate funding opportunity from NHFP, and invited questions. He also advised that meeting invitations for the 2026 TTC meetings would be sent out in the coming weeks. Lastly, he thanked Mr. Greene for his service as chair over the past year, recognizing his steady guidance of the committee.

There being no further business, the meeting was adjourned at 2:14 PM

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Anadia Grier, Clerk of the Board

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To: Transportation Technical 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.

Spokane Regional Transportation Council

TTC MEETING 01/28/2026
FOR ACTION

AGENDA ITEM 4

To: Transportation Technical 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: Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment	Total
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 Technical 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 Technical 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.

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