



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
Jeremy 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 Coord.
Anadia Grier
Admin-Exec 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 Paparazzo
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.

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.



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.



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 McMenemy 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



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. McMenemy 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

Anadia Grier, Clerk of the Board