



Transportation Technical Committee Meeting Minutes

Wednesday, January 28, 2026- 1:00 pm

1 Call to Order/ Excused Absences

Ms. Limon called the meeting to order at 1:00 pm, and attendance was taken.

In attendance were:

Committee Members:

Pete Fisch
City of Airway Heights
Dan Ferguson
City of Cheney
Luke Michaels
City of Liberty Lake
Inga Note
City of Spokane
Colin Quinn-Hurst
City of Spokane
Kevin Picanco
City of Spokane
Adam Jackson
City of Spokane Valley
Jeremy Clark (Vice Chair)
City of Spokane Valley
Brandi Colyar
Spokane County
Barry Greene
Spokane County
Jami Hayes
Spokane County
Margee Chambers
Spokane Clean Air
Samantha Hennessy
SRHD
Brian Jennings
STA
Tara Limon (Chair)
STA
Mike Pea
WSDOT-ER
Glenn Wagemann
WSDOT-ER

Absent Members:

Julia Whitford
Kalispel Tribe
Sonny Weathers
Small Cities/Towns Rep
Maria Cullooyah
Spokane Tribe
Shauna Harshman
WSDOT-ER

Guests:

Tyler Kimbrell
City of Spokane
Wende Wilber
Kittleson & Assoc.
Leann Yamamoto
Commute Smart NW
Dan Pratt
City of Deer Park
K Merritt

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
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1
Greg Griffin
*Administrative Services
Manager*



2 Public Comments

There were no public comments.

Member Comments

There were no member comments.

Chair Report on SRTC Board Meeting

Ms. Limon gave a brief overview of January's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. December TTC Meeting Minutes
- b. Transportation Improvement Program (TIP) Amendment – February

Mr. Jennings made a motion to approve the Consent Agenda as presented. Mr. Greene seconded the motion. The motion was passed unanimously.

4 FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Final

Mr. Fletcher presented the requested action to recommend SRTC Board approval of the 2027–2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List, as shown in the meeting attachment. He provided a brief overview of WSDOT's 2027–2032 project selection and solicitation process, noting that approximately \$11 million per year statewide is expected to be available for local freight projects based on prior funding levels. While final funding authorization is still pending, WSDOT is proceeding with planning under the assumption that funding will be similar and wants to ensure the process is ready once funds are approved.

Mr. Fletcher explained that, as in previous cycles, WSDOT has requested MPOs and RTPOs to submit consolidated regional freight priority lists. Local agencies first submit their candidate projects to SRTC, and SRTC then submits a coordinated regional list to WSDOT. After submittal, WSDOT will convene a statewide project selection committee made up of city, county, MPO, and RTPO representatives to evaluate projects and develop a prioritized list for potential funding.

He reviewed the upcoming deadlines, stating that agencies with projects included on SRTC's final priority list must submit completed applications to SRTC by February 16, allowing SRTC to meet WSDOT's February 27 deadline for the regional submittal.

Mr. Fletcher reminded the Committee that 13 candidate projects were evaluated using six criteria areas consistent with WSDOT guidance: preservation, safety, stewardship, mobility, economic vitality, and environment. He noted that the evaluation was intended to identify projects from the region that would be competitive at the statewide level.



He then presented the proposed regional priority freight projects list included in the packet. He noted that a natural break in scoring occurred after Project #8, Inland Empire Way. He added that the top eight projects also reflect geographic equity across the region, including at least one project from each submitting agency.

Mr. Fletcher also reported that two projects originally included on the candidate list were removed at the request of the sponsoring agency: the South Barker Road Corridor project and the Barker I-90 Interchange project.

He discussed Project #7, the Harvard Road BNSF Grade Separation Planning Study, explaining that WSDOT has indicated that planning projects will not be funded in this NHFP cycle to focus on projects that are further along in design and construction and have more refined cost estimates. SRTC is proposing to keep the project on the priority list to signal its importance for future funding opportunities, but to not include a funding request at this time.

In closing, Mr. Fletcher stated that, with these adjustments, the total regional funding request was approximately \$22 million.

Ms. Note made a motion to recommend FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Final as presented. Mr. Picanco seconded the motion, and the motion passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 MPO-RTPO Overview and Upcoming Activities in 2026

Ms. Bollenback provided an overview of MPO and RTPO roles and responsibilities, along with a preview of upcoming activities in 2026. She noted that most members are familiar with the organization's role but offered a brief refresher for new members or those who may benefit from additional context.

She explained that Metropolitan Planning Organizations (MPOs) were established in the 1960s for two primary reasons. First, as the interstate highway system was being developed, there was no effective mechanism for federal agencies to coordinate with local governments, resulting in significant impacts on communities. Second, there was a growing need for a forum where agencies within regions could coordinate transportation planning in a continuous, collaborative, and comprehensive way. MPOs were created to address those gaps and provide a structured process for regional transportation planning and coordination with federal partners.

Ms. Bollenback then described the evolution of Regional Transportation Planning Organizations (RTPOs) in Washington State following the Growth Management Act in the 1990s. She noted that some parts of the state were not covered by MPOs and that there was a need for a similar regional planning structure that integrated land-use considerations. State legislation established RTPOs to fill that role, and today the entire state is covered by either



an MPO or an RTPO, with RTPOs placing greater emphasis on the relationship between transportation and land-use planning.

She reviewed SRTC's structure, emphasizing that the organization is ultimately governed by a Board of elected officials. Staff, along with the Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC), provide technical support and carry out the detailed work needed to inform Board direction and policy decisions.

Ms. Bollenback outlined required and optional activities. Required activities include development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and other federally and state-mandated planning functions. She noted that SRTC recently completed its long-range MTP. Optional activities allow the organization to use federal and state planning funds for projects and initiatives that provide additional value to the region, such as specialized studies, enhanced public outreach, and data collection. She emphasized that staff regularly consider how to use available time and funding to best support member jurisdictions, describing SRTC as an extension of local governments that provides data, coordination, and planning support aligned with Board-adopted guiding principles. She also noted that, at the federal level, MPOs must meet specific planning requirements

She reiterated that SRTC is a planning organization and does not construct or operate transportation facilities, and that it is most effective when it helps local partners successfully deliver their own projects and programs.

Ms. Bollenback then reviewed a list of key projects and initiatives planned for the year, noting that the list represents a full and committed work program. She explained that staff have limited capacity to take on additional work beyond what has already been programmed and directed. She added that the work program reflects the "3C" planning approach, including public outreach, safety and economic initiatives such as a funding study, freight-related work, and comprehensive plan updates as part of SRTC's RTPO responsibilities.

She also highlighted ongoing core functions and supporting roles, including management of the TIP, coordination of public engagement activities and the annual summit, and staff support for partner planning efforts such as Division Connects and the Craig Road ARR. She noted that Mr. Fletcher, in addition to preparing the regional NHFP project list, has been asked to serve on the statewide project review group for that program. She explained that participating in statewide processes helps SRTC better understand how funding decisions are made and strengthens the region's ability to compete for funds.

Ms. Bollenback concluded by asking if there were any questions about MPO and RTPO roles or the upcoming year's work program. No questions were raised.

There were no questions or comments.

6 Public Participation Plan (PPP) Update Overview



Ms. Creasey presented an overview of the Public Participation Plan (PPP), explaining that it is a federally required document outlining how SRTC engages the public throughout its work. She stated that the purpose of the plan is twofold: to inform the public about the ways they can participate in SRTC's activities and to guide staff on the organization's public outreach commitments.

She noted that, as both an MPO and RTPO, SRTC is required to conduct public involvement when updating plans and carrying out planning activities. The PPP documents how SRTC will meet those legal requirements and reflects the organization's broader commitment to meaningful public engagement.

Ms. Creasey explained that the current PPP was last updated in 2021, shortly after the COVID-19 pandemic, when outreach practices were shifting toward a hybrid approach. Since then, SRTC has grown and adapted to these new engagement methods. She noted that she was hired in August 2023 in a role dedicated specifically to executing and improving SRTC's outreach program. She highlighted several improvements made since 2021, including expanding the annual summit, increasing participation in community events, and offering a wider range of outreach opportunities. She added that a major milestone occurred in early 2025 with the launch of SRTC's new brand and website. As part of that effort, a consultant also developed an internal messaging guide to help staff and stakeholders tailor communications to different audiences.

Ms. Creasey stated that SRTC is now beginning the process of updating the PPP and wants to ensure the revised plan is clear, accessible to the public, and usable for staff. The update will include reorganizing content and more clearly distinguishing different types of outreach, including outreach to partner agencies and the general public, since those efforts require different approaches. She also noted that the update will incorporate stakeholder feedback and best practices. For example, SRTC is asking the public about their preferred engagement methods and intends to prioritize the favored answer in the plan.

She added that the update will also ensure the PPP reflects current federal requirements. She noted that SRTC received some minor recommendations during its recent federal certification review and that those items will be addressed as part of the update.

Ms. Creasey described several outreach activities planned to support the development of the updated PPP. These include an online survey and an in-person survey using an interactive sticker-board format similar to what was used during the Horizon 2050 process. She said staff will also attend community events, including the Lunar New Year celebration on February 14, which she described as a successful outreach venue in the past. Additional engagement will include a presentation to the Equity Working Group in March and a workshop with the committees at their February meetings. She also noted that a 45-day public comment period will be held on the draft PPP, including at least one public meeting.

She reviewed the overall timeline for the update, stating that staff will continue drafting the



plan through May, when the Board will review the draft and authorize release for public comment. As mentioned, she plans to return the following month with a workshop, and staff will seek a committee recommendation on the final PPP in June, followed by Board adoption in July.

Ms. Creasey invited comments and suggestions from members, both during the meeting and in the coming weeks. She asked for input on potential contacts, strategies, and ways SRTC can better coordinate outreach efforts with member agencies. She noted that staff aim to support local jurisdictions as they implement projects and are working to collaborate closely with the agency's public information and communications staff. She concluded by offering to connect one-on-one and welcomed additional feedback, questions, or suggestions.

There were no questions or comments.

INFORMATION (NO PRESENTATION)

10 Agency Update

Mr. Fletcher provided three agency updates. He first reminded members that Savannah recently distributed information about a grant opportunity through the Cascade Bicycle Club to support teen bicycle education programs in the Spokane area. He noted that grant awards range from approximately \$75,000 to \$250,000 and encouraged interested agencies to contact Savannah directly for additional information.

He next shared that the Horizon 2050 interactive web experience is now available on SRTC's website. He encouraged members to explore the tool, noting that Mr. Kloskey led the platform's development. The site provides an interactive way to view the Metropolitan Transportation Plan, allowing users to explore data and review plan details.

Mr. Fletcher concluded by noting that the March TTC and TAC meetings will likely be canceled. He stated that staff will confirm that decision as the dates get closer.

There being no further business, the meeting was adjourned at 1:30 PM

Anadia Grier, Clerk of the Board