




Spokane Regional Transportation Council

Transportation Technical Committee Meeting

Wednesday, February 25, 2026

 www.srtc.org

 509-343-6370

 421 W Riverside Ave, Suite 500
Spokane, WA 99201





I-90 Operations - Cheney/Four Lakes Interchange to Idaho Stateline

**Spokane Regional Transportation Council Executive Board,
Technical Committee, and Transportation Advisory Committee**

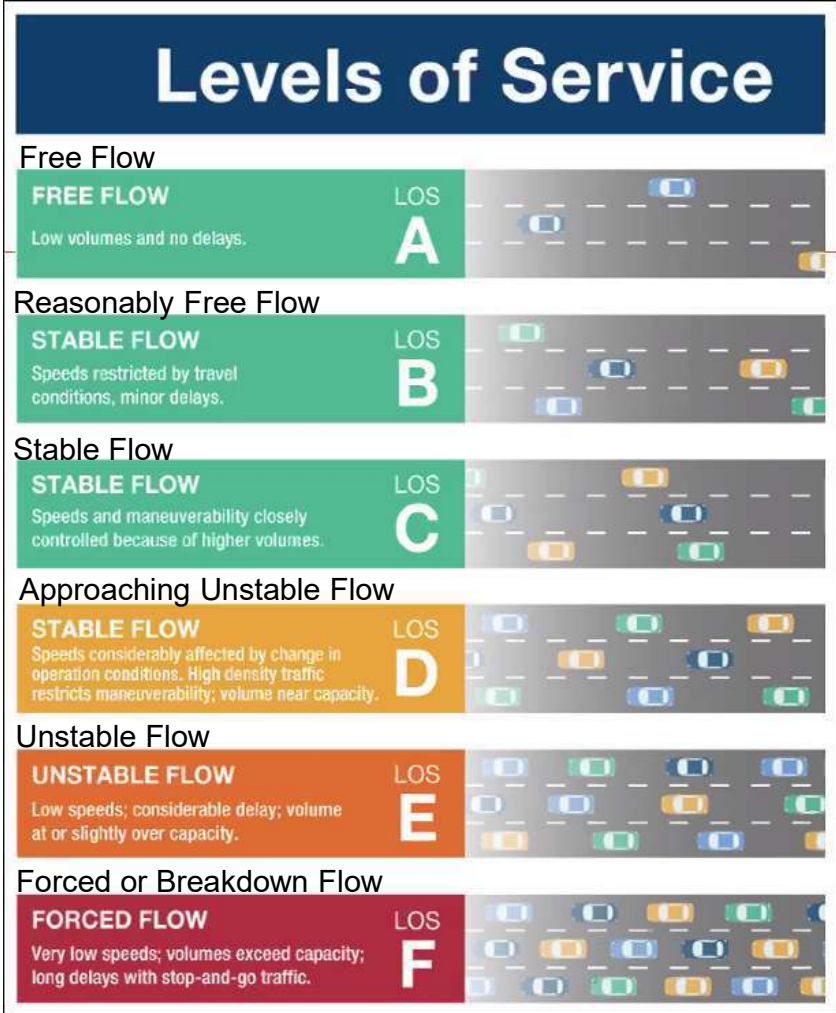
**Glenn Wagemann, P.E.
Eastern Region Traffic Engineering Manager**

February 12th and 25th, 2026

Charlene Kay, P.E.
Eastern Region Administrator

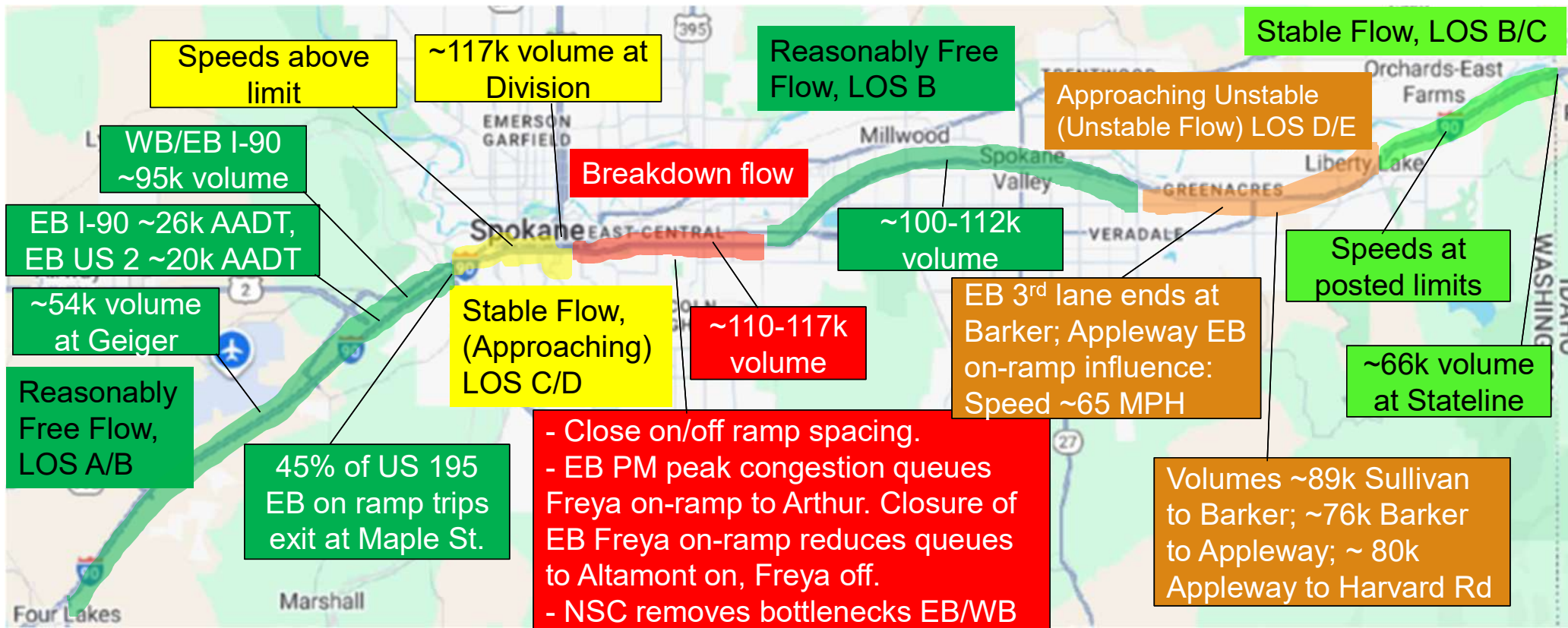
Measuring and Monitoring Travel along the I-90 Corridor

Level of Service (LOS)	A qualitative, letter-based metric (A-F) to measure traffic congestion. Function of speed, density, flow rate.
Speed and Travel Time/Delay	How fast traffic moves. The time it takes to get from origin to destination.
Density	The number of vehicles occupying a given length of a lane at a particular instant. Vehicles per mile.
Flow Rate	Number of vehicles pass over a given point or section of a lane. Vehicles per hour
Volume-to-Capacity (V/C)	How much of the road's capacity is being used.



WSDOT/HCM titles added above LOS headings Source: Transportation 4 America

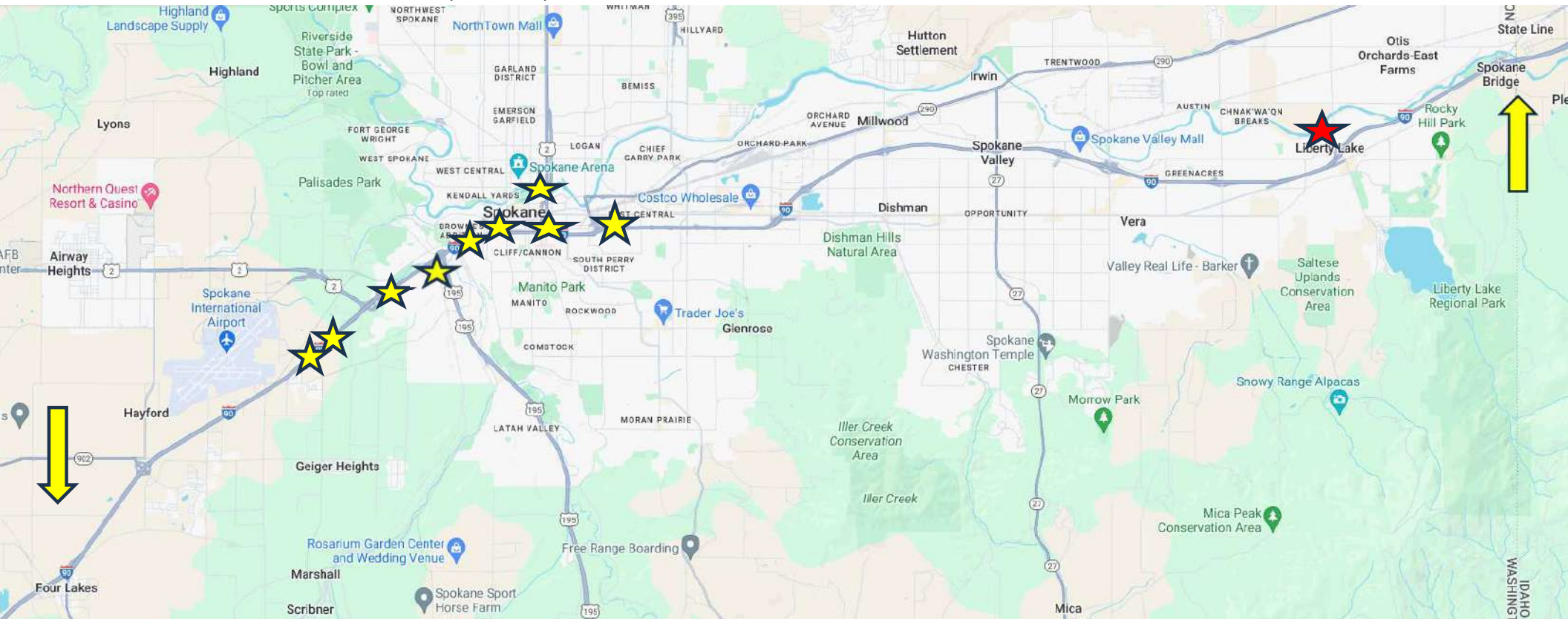
Existing I-90 Operations by Segments Peak Hours*



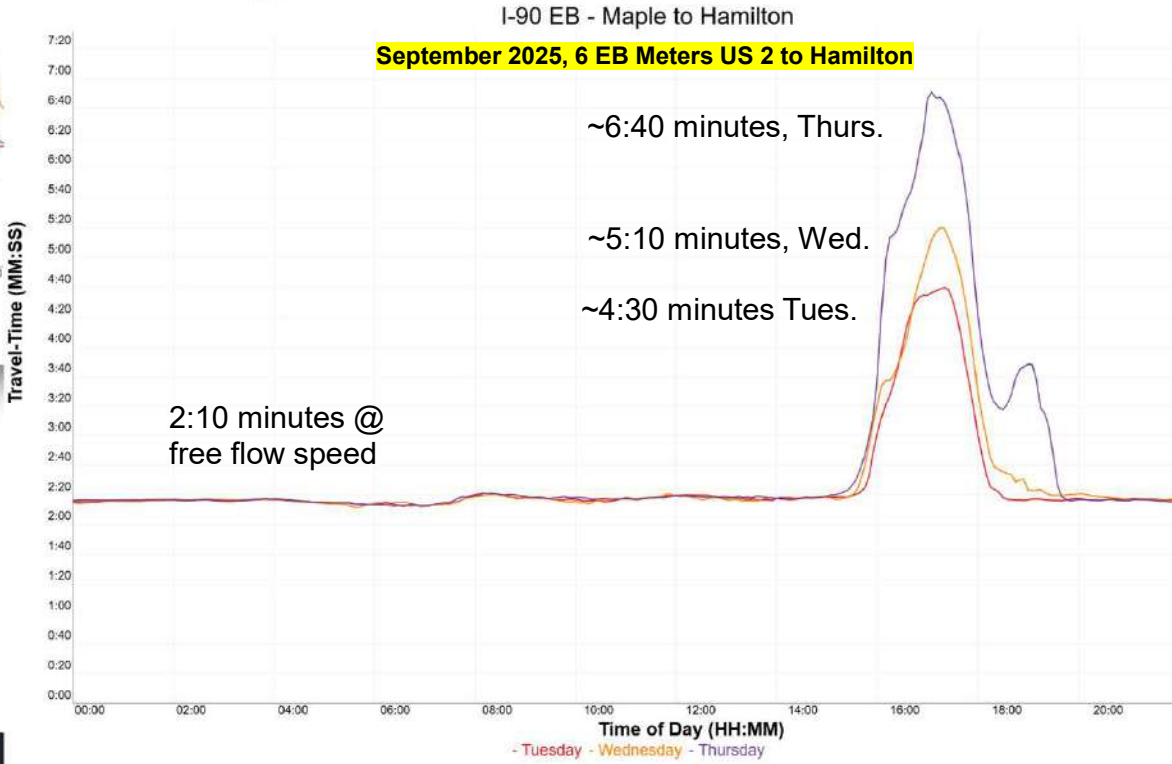
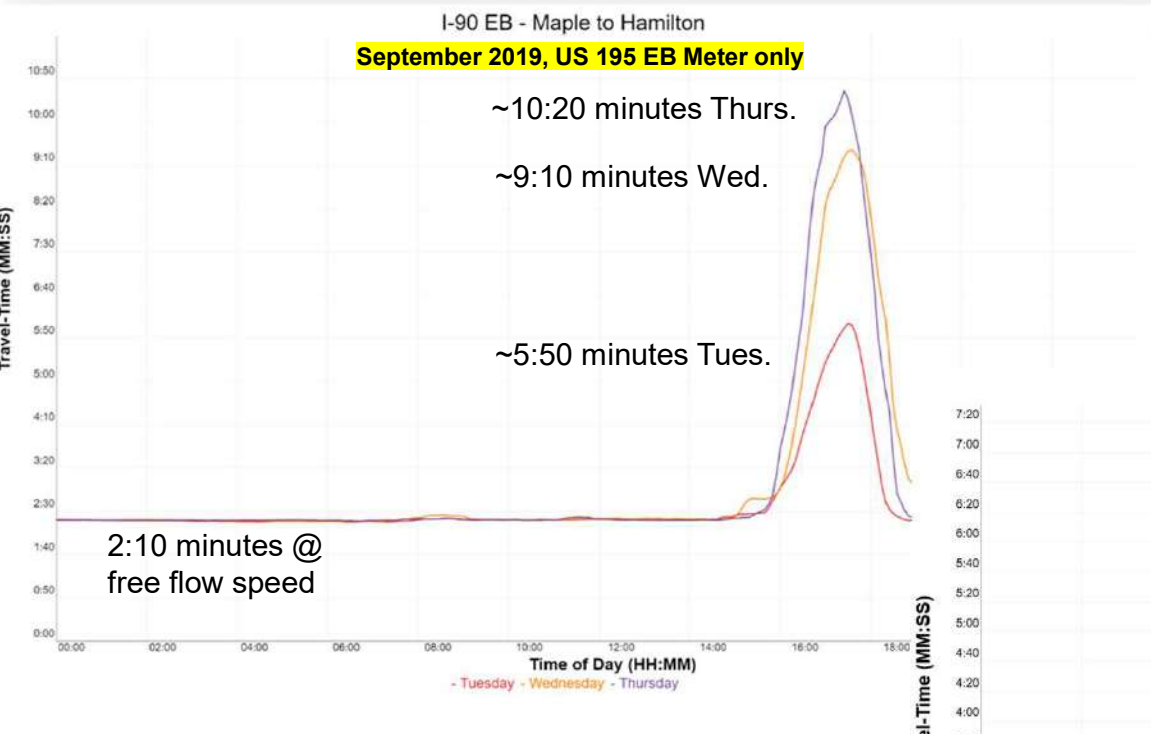
* Existing conditions with ramp meters operating. Does not follow color coding from previous slide.

I-90 Four Lakes Interchange to Idaho Stateline Study

- 30-mile corridor – 2018 study to prioritize TSMO solutions for safety and operations.
- Incident Response Truck added
- 9 Ramp Meters added 2019-2024 (yellow stars) – first for collision reduction and second for congestion. 2 westbound meters in 2026 Harvard Rd (red star)

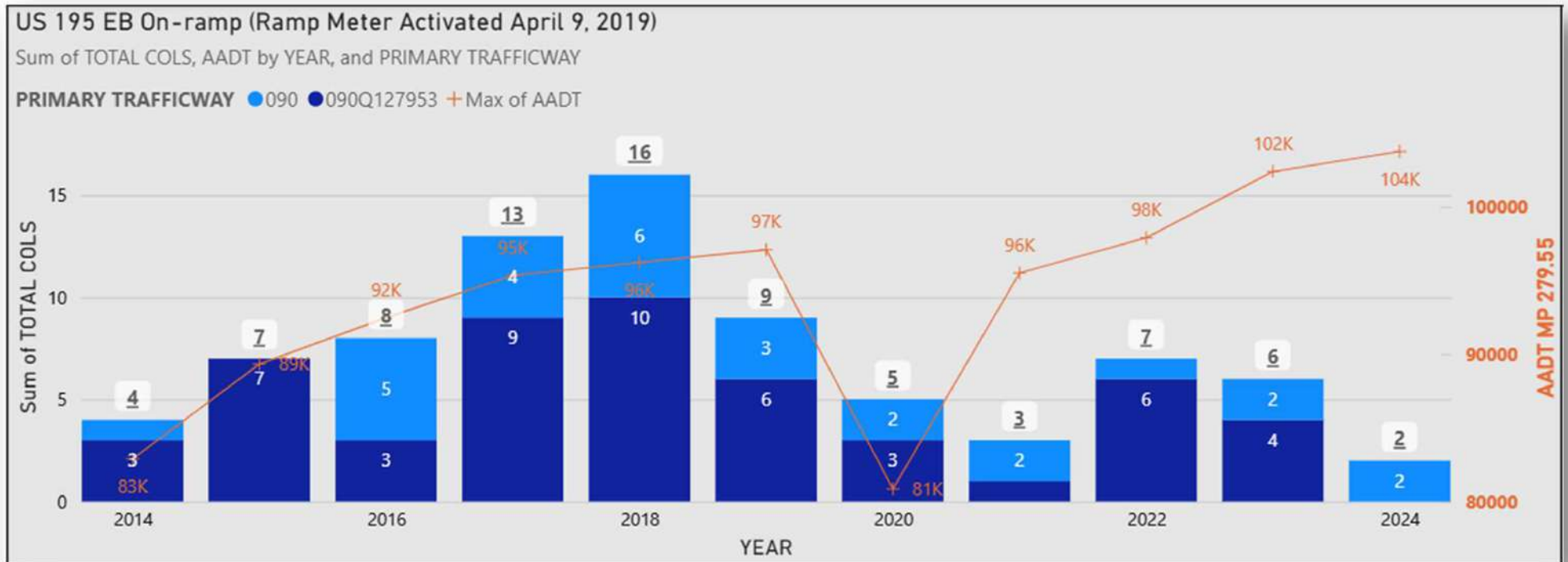


I-90 Ramp Meter Operations – Travel Time and Congestion Queue Change

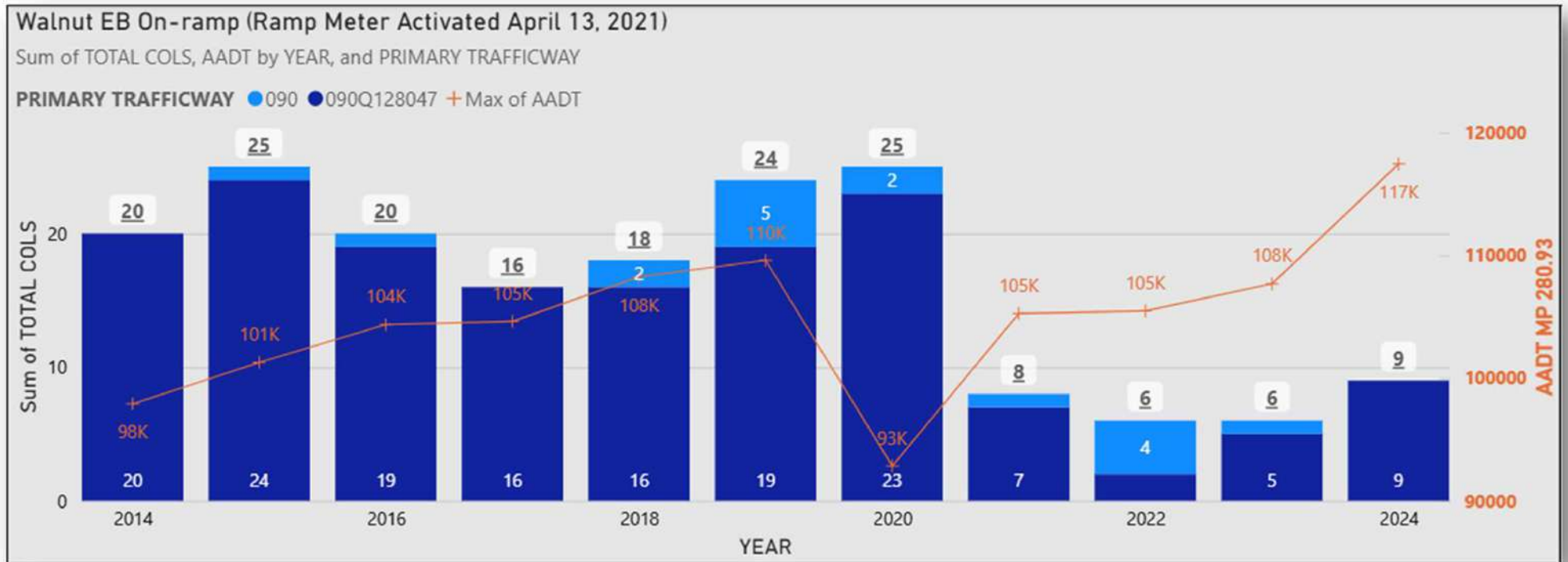


- Before eastbound ramp meters +/- 4.5 mile queue (Freya back to US 195). After +/-2.3 mile queue (Freya to Arthur/Sherman).
- 2019 to 2025 travel time difference ~4 minutes on Wednesday/Thursday highest flows/volumes

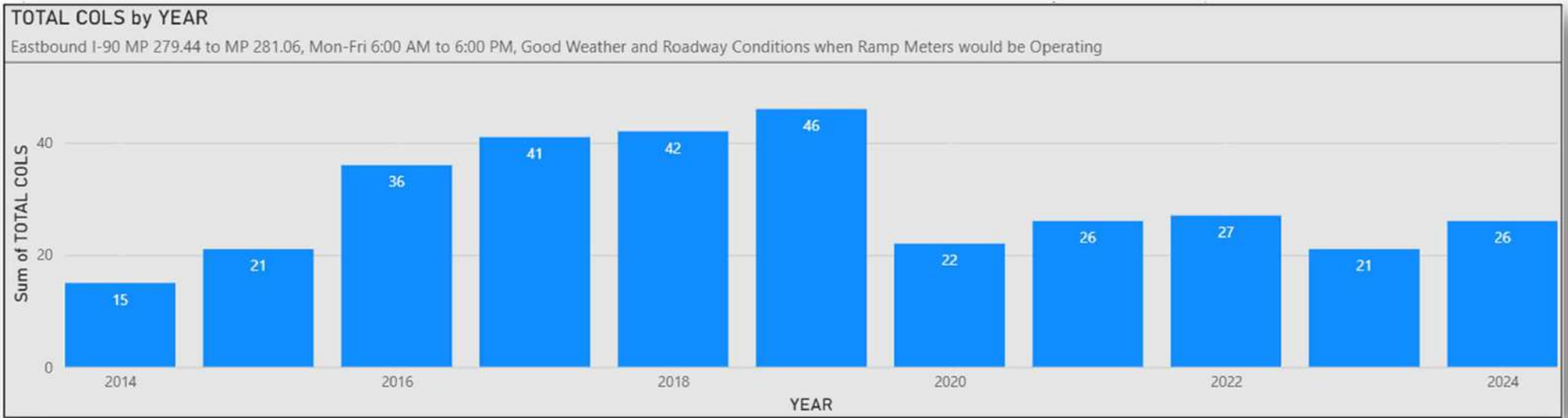
I-90 US 195 Ramp Meter Operations – Collisions and AADT Before/After Meters



I-90 Walnut Ramp Meter Operations – Collisions and AADT Before/After Meters



I-90 Ramp Meter Operations – MP 279.44 to MP 281.06 EB Collisions Before/After Meters



WSDOT's Approach to Addressing Increasing Travel Demands

- 1) WSDOT is prioritizing safety, preservation, maintenance, and operations.
 - Preserve, maintain, and operate the existing system using “Practical Strategies” - Transportation Systems Management and Operation (TSMO)
 - Alternate modes.
 - Requires the utilization of the existing under-capacity supporting local network for local travel.
- 2) Capacity additions

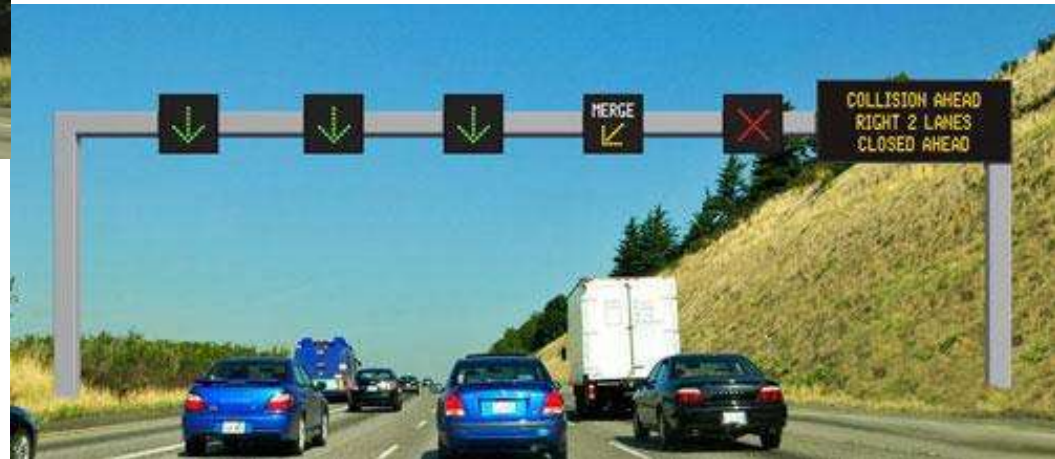
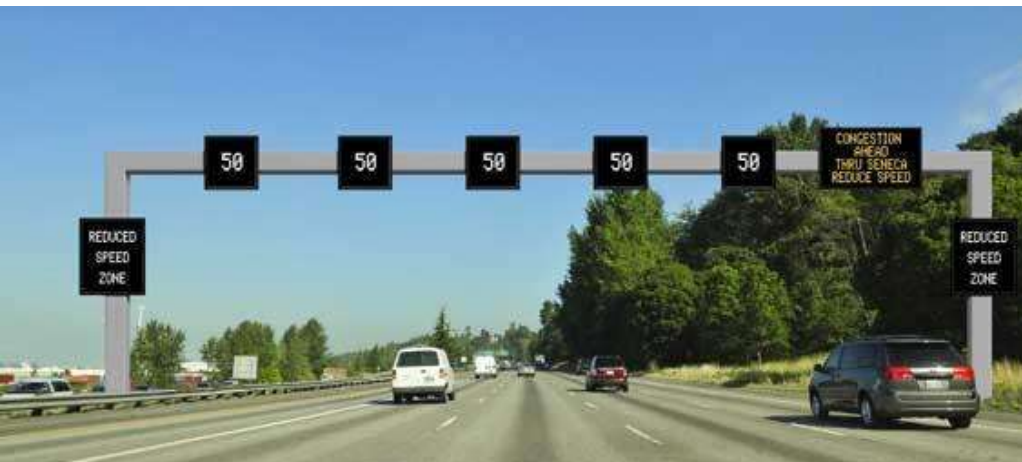
I-90 Operations – Future Projects (as funding secured)

- **WSDOT IRT Expansion**- clear collisions and debris, and stranded motorists to maintain traffic flow. Currently funded at 3 units covering 60 mile round trip on I-90 SR 904 to Idaho Stateline. (Note: approx. 60% of congestion is non-recurring such as incidents, weather, special events, work zones vs 40% recurring from bottlenecks or poor signal timing.)
- **Ramp meters** – WB Sprague/Fancher (with NSC), Maple, Broadway.
- **Variable Message Signs** – driver notification and queue warning.
- **ATM (Active Traffic Management)** - speed and lane control, queue warning, and travel time (shown in picture).



I-90 Operations – Future Projects (as funding secured)

ATM (Active Traffic Management) - speed and lane control, queue warning, and travel time



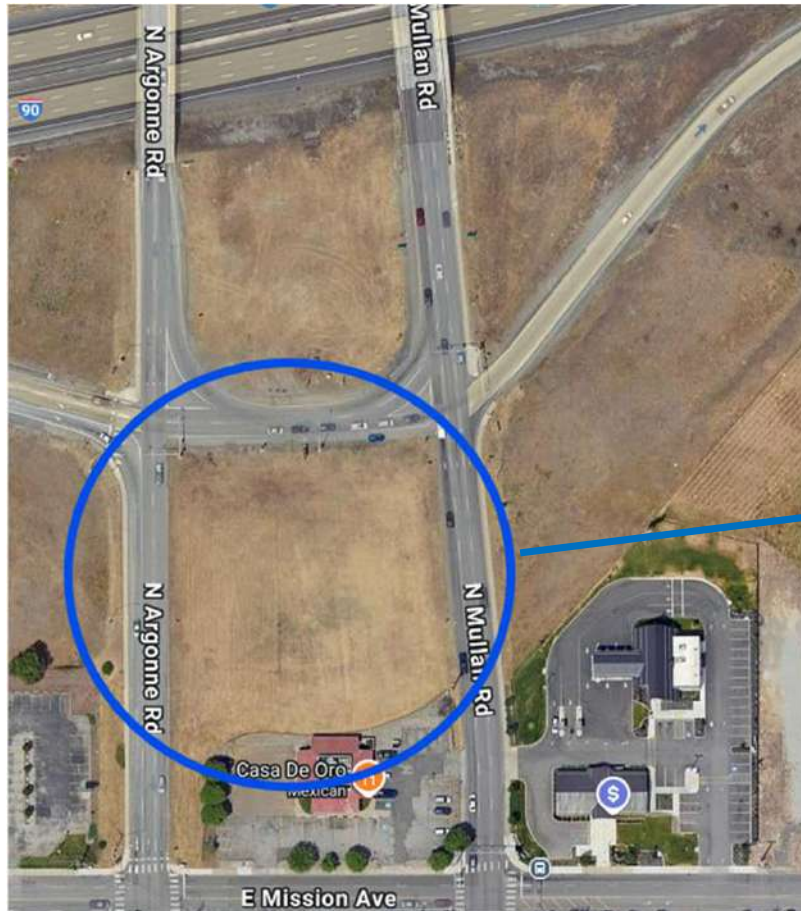
I-90 Operations – Future Projects (as funding secured)

Consider Closure of I-90 On-ramps

- EB Walnut on-ramp. Move trips to EB Monroe on-ramp. (Note: included in WSDOT 2018 study, however not implemented).



Operate I-90 Together - Spokane Transit Authority Use of I-90 WSDOT Right of Way at Argonne Road Interchange



Draft concept for discussion only

Operate I-90 Together - Spokane Transit Authority I-90 Access at Appleway/Greenacres Interchange

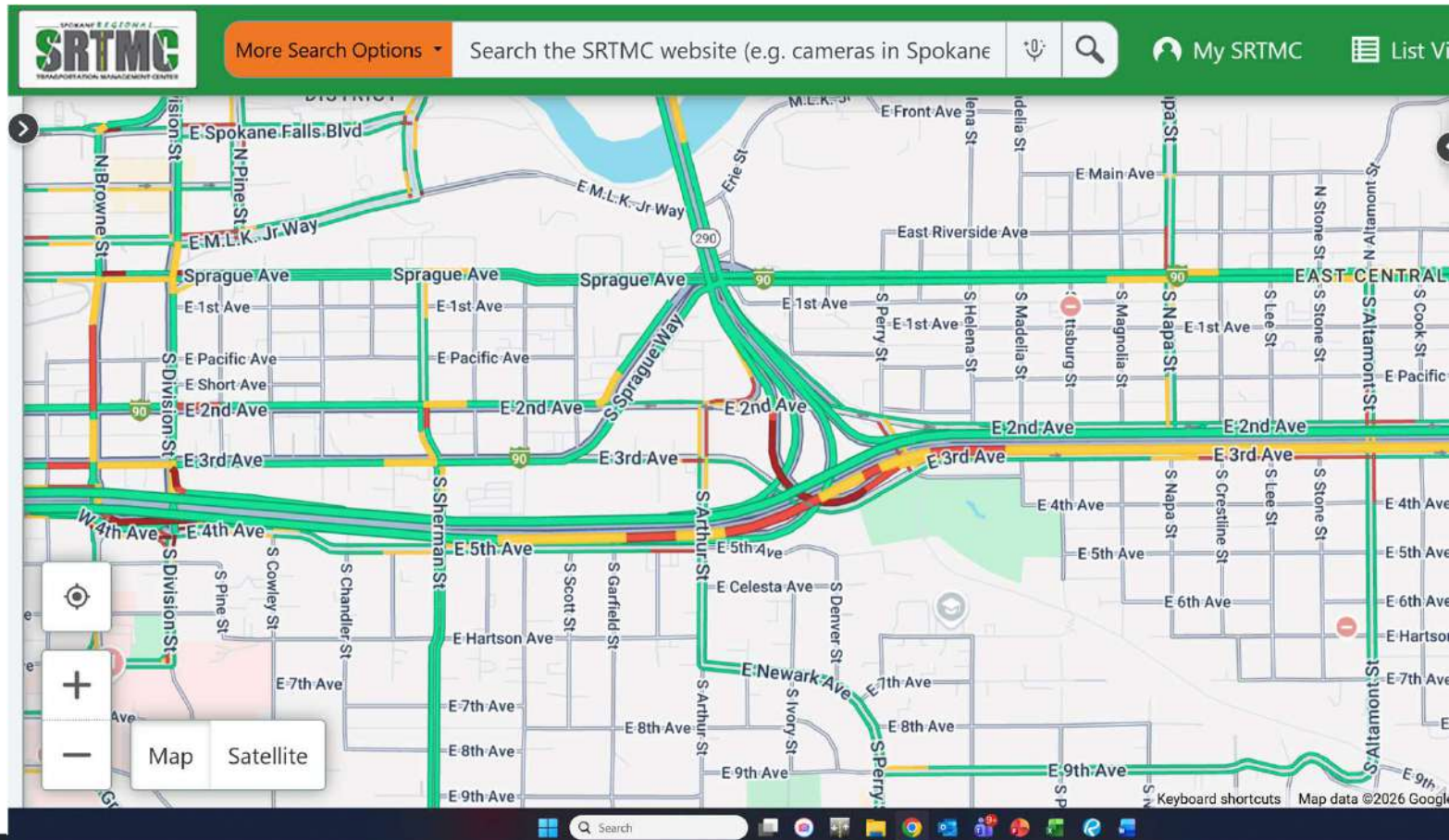


Draft concept for discussion only

Operate the ENTIRE Road Network in Spokane Together

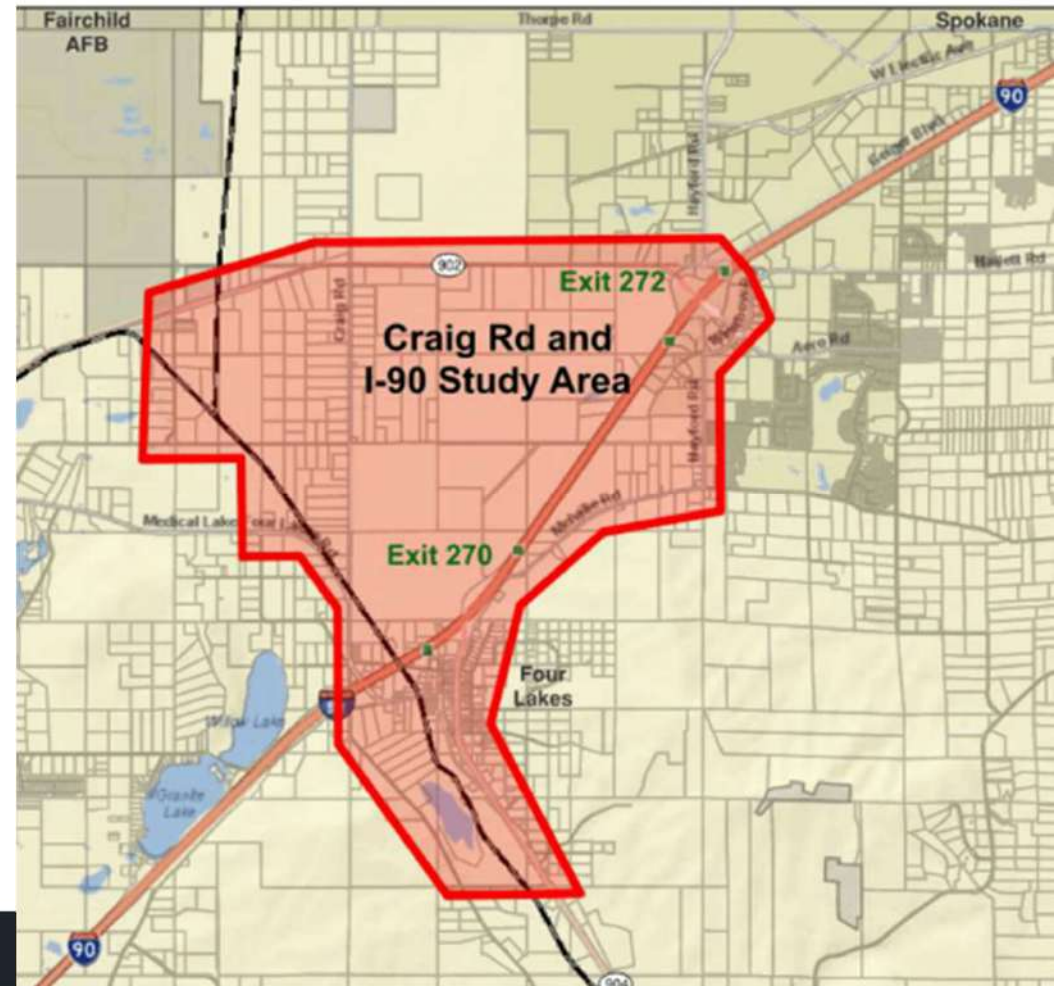
Utilize local for local and regional for regional

- Short on/off trips on I-90 (EB Division on to Altamont off; EB Walnut/Monroe on to Division off; EB Hamilton on to Altamont/Freya/Sprague off).
- Enhance/promote under-utilized network. For example:
 - 3rd and 2nd east from Division.
 - Appleway Ave. between Barker and Harvard.)



Operate the ENTIRE Road Network in Spokane Together

- Comprehensive plans that address building local networks vs relying on I-90.
 - Spokane County's look at expanding the I-90 Craig Road/SR 904 Interchange and local system to the north of I-90.
- Crossing of I-90 vs connections to I-90.



Ongoing Monitoring of Potential I-90 Capacity Improvements - Barker to Harvard

- Potential for a third lane on I-90 from Barker to Harvard – What “might” that entail?
 - Provide a two-lane off-ramp EB to Harvard Road at Liberty Lake
 - Remove/Replace low clearance bridges, Barker and Appleway/Greenacres
 - Close EB on-ramp at Appleway (Greenacres), move trips to Harvard Road on-ramp.
- Subarea planning study underway by Spokane Valley that includes Liberty Lake, Spokane County, and WSDOT.



Questions



CY 2027 Unified List

Draft Process & Criteria

SRTC Committees
Agenda Item 5
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Unified List Purpose



The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities.

Unified List Integration

Long-Range Planning › Horizon 2050

→ Metropolitan Transportation Plan, 20+ year horizon

Medium-Range Planning › Unified List

→ Legislative priorities actively seeking funding

Short-Range Planning › TIP

→ Program of projects with funding secured

Planning Studies

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graph TD; A[Planning Studies] --> B[Long-Range Planning › Horizon 2050]; A --> C[Medium-Range Planning › Unified List];
```

Unified List Process

- ▶ Updated Annually
- ▶ New projects added, funded projects removed



2027 UL Development Schedule

	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Project Tasks	02 09 16 23	02 09 16 23 30	06 13 20 27	04 11 18 25	01 08 15 22 29	06 13 20 27	03 10 17 24 31	07 14 21 28	05 12 19 26	02 09 16 23 30
Develop Projects List	[Yellow blocks]									
t01 Develop Draft Criteria	[Yellow]	[Yellow] C [Yellow] B								
t02 Finalize Criteria		[Yellow]	[Yellow] CA [Yellow] BA							
t03 Develop Project Submission Form		[Yellow]	[Yellow]	[Yellow]	[Yellow]					
t04 Project Submittal Period				[Yellow]	[Yellow]	[Yellow]				
t05 SRTC Project Review					[Yellow]	[Yellow]	[Yellow]			
t07 Develop Projects List						[Yellow]	[Yellow]	[Yellow] C [Yellow] B	[Yellow] CA [Yellow] BA	
Develop Policy Statements	[Yellow blocks]									
t08 Collect + Review Local Legislative Agendas			[Yellow]	[Yellow]	[Yellow]					
t09 Develop State Legislative Statements + Priority Areas				[Yellow]	[Yellow]	[Yellow]	[Yellow]	[Yellow] B [Yellow]	[Yellow] BA	
t10 Develop Federal Legislative Statements + Priority Areas								[Yellow]	[Yellow] B [Yellow]	[Yellow] BA

Legend	
C	TAC/TTC Info Item
B	Board Info Item
CA	TAC/TTC Action Item
BA	Board Action Item
D	Draft Deliverable
F	Final Deliverable

Key Dates

Project Submittal Period

- May 15 – June 12

SRTC Project Review & Draft List Development

- June 15 – August 14

Draft List

- August 26 (TTC & TAC), Sept 10 (Board)

Final List

- State Version: Sept 23 (TTC & TAC), Oct 8 (Board)
- Federal Version: Sept 23 (TTC & TAC), Nov 12 (Board)

Evaluation Criteria

- ▶ Projects selected using evaluation criteria based on SRTC's guiding principles
- ▶ Criteria areas are currently weighted equally
- ▶ Each criteria area includes several questions used to evaluate and score projects

Unified List Criteria Areas

Economic Vitality

Cooperation & Leadership

Stewardship

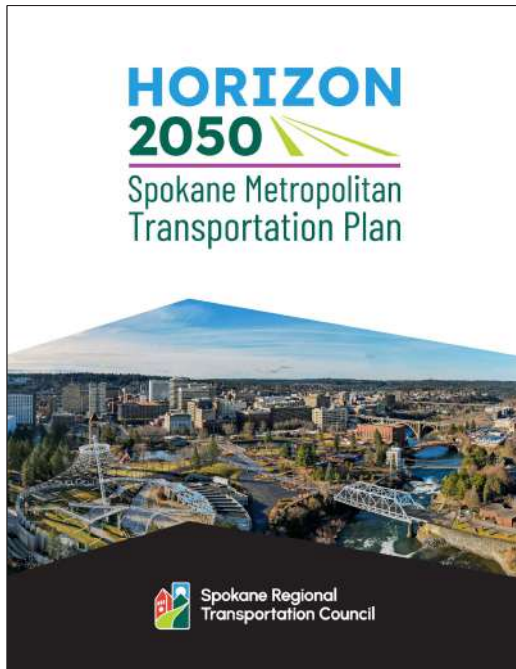
Operations, Maintenance & Preservation

Safety & Security

Quality of Life

Equity

Criteria Updates



- ▶ No changes made in 2025 due to the Horizon 2050 update to the MTP
- ▶ This year, we're reviewing and updating the criteria to incorporate recent planning work through the Horizon 2050 MTP update

Current Economic Vitality

30 points

1. Does the project provide access to/from or within an activity center?
→ **5 points** (yes/no)
2. If yes to Q1, does the project:
(a) contain active transportation or transit-supportive elements in a transit, mixed focus, or local activity center; or
(b) contain freight-supportive elements and improve access in a freight or mixed focus activity center?
→ **5 points** (yes/no)
3. What is the forecasted 2050 employment density of TAZ within a 0.25-mile buffer of the project?
→ **10 points** (scaled relative to other projects)
4. Is the project located on the FGTS?
→ **10 points** (scaled based on FGTS classification)

Proposed Economic Vitality

30 points

1. Does the project provide access to/from or within an activity center?
 - **10 points** (Metropolitan Center or Regional Industrial, Retail, Employment, or Multisector Center)
 - **5 points** (Neighborhood or Rural Center, or Special Use Area)
2. Does the project contain active transportation or transit-supportive elements and improve access to/from or within one of the following activity center types: **Metropolitan Center, Regional Retail, Employment or Multisector Center, Neighborhood or Rural Center, or Special Use Area**?
 - **5 points** (yes/no)
3. Does the project contain freight-supportive elements and improve access to/from or within one of the following activity center types: **Metropolitan Center, Regional Industrial, Retail, or Multisector Center**?
 - **5 points** (yes/no)
4. What is the forecasted 2050 employment density of TAZ within a 0.25-mile buffer of the project?
 - **5 points** (scaled relative to other projects)
5. Is the project located on the FGTS?
 - **5 points** (scaled based on FGTS classification)

Current Ops Maintenance & Preservation

30 points

1. Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways?
→ **10 points** (yes/no)
2. Does the project improve NHS pavement/bridge condition or contribute to STA's adopted public transit asset management targets??
→ **10 points** (yes/no)
3. Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
→ **10 points** (yes/no)

Proposed Ops Maintenance & Preservation

50 points

1. Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes/roadways?
→ **10 points** (yes/no)
2. Does the project improve mobility on a corridor with a travel time reliability (LOTTR) greater than 1.5?
→ **10 points** (yes/no)
3. Does the project incorporate any strategies from the CMP Toolkit of Strategies on a Tier 1 or Tier 2 Corridor on the CMP Network?
→ **10 points** (strategy identified for the corridor in the CMP Strategies Matrix) → **8 points** (TDM or operational strategy from CMP Toolkit on a T-1 CMP Corridor)
→ **6 points** (TDM or operational strategy from CMP Toolkit on a T-2 CMP Corridor) → **4 points** (capacity strategy from CMP Toolkit on a T-1 CMP Corridor)
→ **2 points** (capacity strategy from CMP Toolkit on a T-2 CMP Corridor)
4. Does the project improve NHS pavement or bridge condition, or does it contribute to STA's adopted public transit asset management targets?
→ **10 points** (yes/no)
5. Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?
→ **10 points** (yes/no)

Current Safety & Security

30 points

1. Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?
→ **15 points** (yes/no)
2. Does the project incorporate countermeasures to address crashes* that result in serious or fatal injury? If the project is a transit project, does it contribute to STA safety targets?
*Based on the latest 5-year period of crash data.
→ **15 points** (yes/no)

Proposed Safety & Security

50 points

1. Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?
→ **15 points** (yes/no)
2. Does the project incorporate countermeasures to address crashes* that result in serious or fatal injury? If the project is a transit project, does it contribute to STA safety targets?
*Based on the latest 5-year period of crash data.
→ **15 points** (yes/no)
3. **Does the project address a safety issue on the High Injury Network?***
*The High Injury Network is identified using a methodology described in the SRTC Regional Safety Action Plan.
→ **10 points** (yes/no)
4. **If the project addresses safety issues, what is the severity-weighted crash rate in the project area?***
*Based on the Equivalent Property-Damage-Only (EPDO) using the latest 5-year period of crash data.
→ **10 points** (scaled relative to other projects)

Next Steps

- ▶ **March 12**
Present draft 2027 Unified List Process & Criteria to SRTC Board
- ▶ **April 22**
Return to SRTC committees for recommendation of the 2027 Unified List Process & Criteria
- ▶ **May 14**
Request SRTC Board approval of the 2027 Unified List Process & Criteria
- ▶ **May 15**
Project submittal period opens

Questions?

David Fletcher
Principal Transportation Planner
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February 25, 2026



Coordinated Public Transit – Human Services Transportation Plan

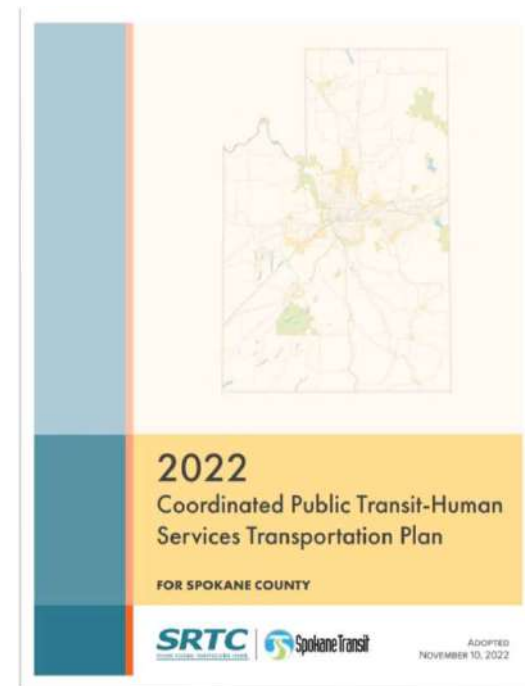
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February 25th, 2026



Overview

- Identify transit inventory, gaps, and needs
- Developed in partnership with STA
 - FTA Section 5310
- Federal and State funding requirement
- Updated on a 4-year cycle
 - Expected adoption: July 2026



Plan Objectives

- **Coordinate Services**
- Enhance Mobility
- **Identify Needs**
- Provide Strategies
- **Prevent Duplication**
- Highlight Gaps
- **Funding Access**
- Inventory of Services



Key Requirements



Conduct and document community outreach



Provide regional context using geographical and demographic data



Conduct Assessment of transportation services



Identify strategies to address transportation gaps



Determine regional priorities for implementation

Plan Activities

LET'S GET THERE TOGETHER

Your voice shapes our region's future! The Human Services Transportation Plan aims to improve the mobility of disadvantaged communities by identifying transportation needs and coordinating resources. The results of this survey will help us identify regional priorities for transportation services that serve those living in rural and urban areas.

LET US KNOW WHAT YOU THINK!

Spokane Regional Transportation Council Spokane Transit

Coordinated Public Transit - Human Services Transportation Plan

The **CPT-HSTP** provides a framework that is used to prioritize projects for state and federal transportation funding.

The plan includes:

- Demographic Data
- Community Project Priorities
- Emergency Management
- Transportation Needs
- Service Solutions
- Current Services

LEARN MORE

The CPT-HSTP is developed by Spokane Regional Transportation Council in collaboration with Spokane Transit Authority.

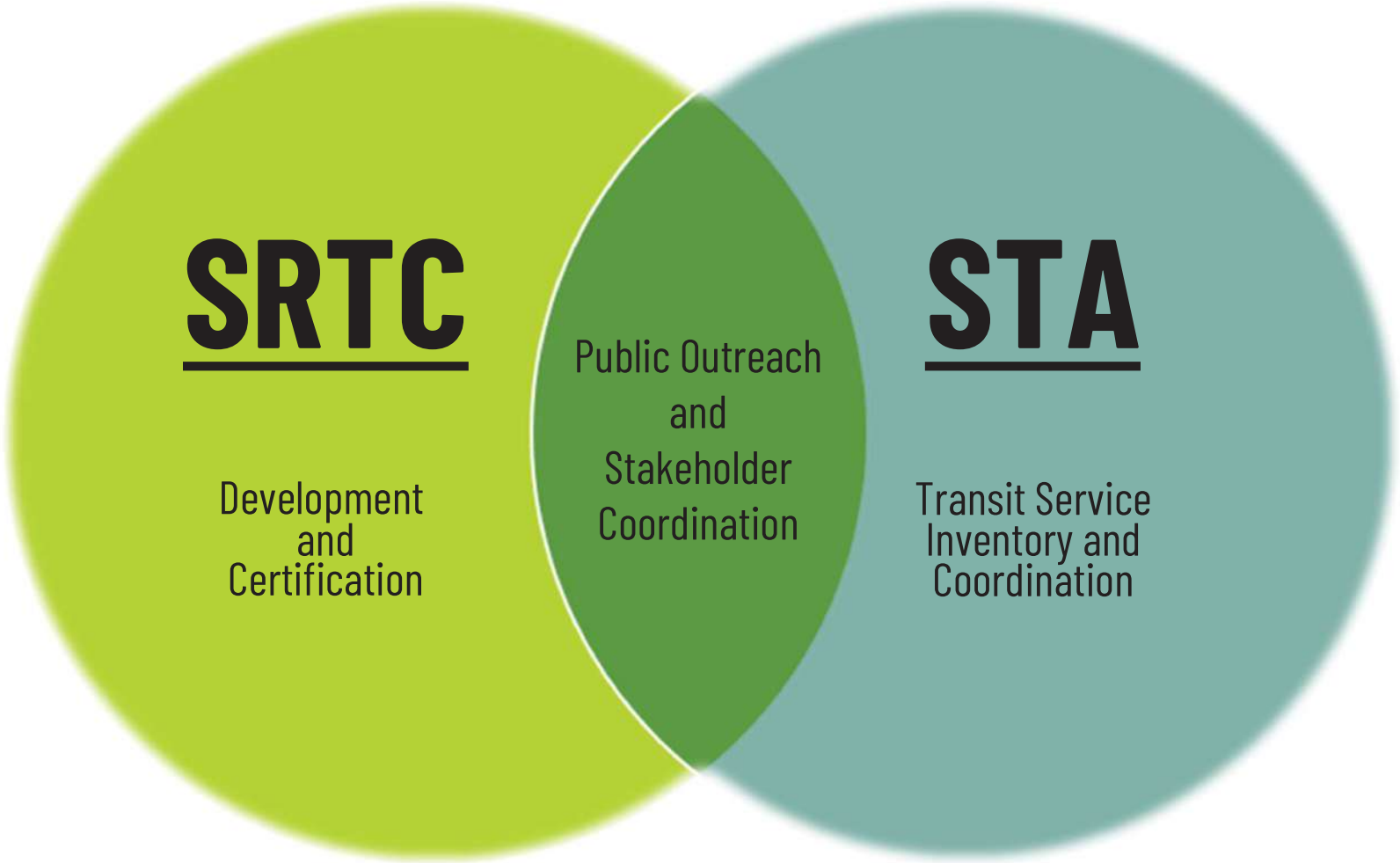
Spokane Regional Transportation Council Spokane Transit

Outreach

- Stakeholder meetings
 - Next Meeting March 11th
- Outreach events
- Public survey
- Meetings with local providers & customers
 - Meeting with YMCA and Meals on Wheels

Data collection

- Mapping services and populations



Outcome

Updated Plan Adoption: July 2026

Maintain eligibility for federal and state transportation grants by demonstrating a clear understanding of regional transportation services and community needs.



Timeline

	DEC 2025	JAN 2026	FEB	MAR	APR	MAY	JUN	JUL
Drafting the Plan	X	X		X	X	X	X	
Public Outreach		X	X	X	X	X	X	
Plan Adoption							X	X

Thank you

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Public Participation Plan (PPP) Workshop

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Public Participation Plan

- The plan's purpose is to:
 - 1. Teach the public how they can participate
 - 2. Guide SRTC Outreach Practices
- Current Outreach Activities:
 - Online Survey
 - Public Events
 - Communications Meeting

