



**Spokane Regional  
Transportation Council**

## February Board Meeting

**Thursday, February 12, 2026**

 [www.srtc.org](http://www.srtc.org)

 509-343-6370

 421 W Riverside Ave, Suite 500  
Spokane, WA 99201

# Commute Smart Northwest Awards Ceremony



# Commute Smart Northwest Awards Ceremony



# FFY 2027–2032 NHFP

## Regional Priority Freight Projects List — Draft

**SRTC Board of Directors**

**Agenda Item 5**

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**February 12, 2026**



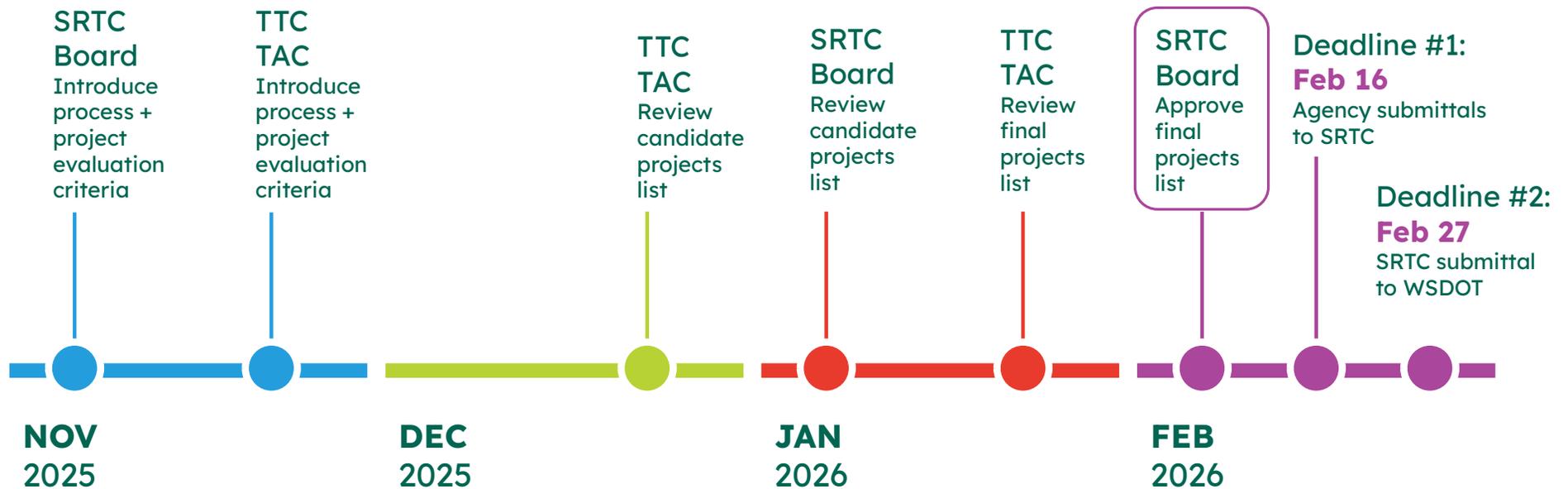
# Requested Action

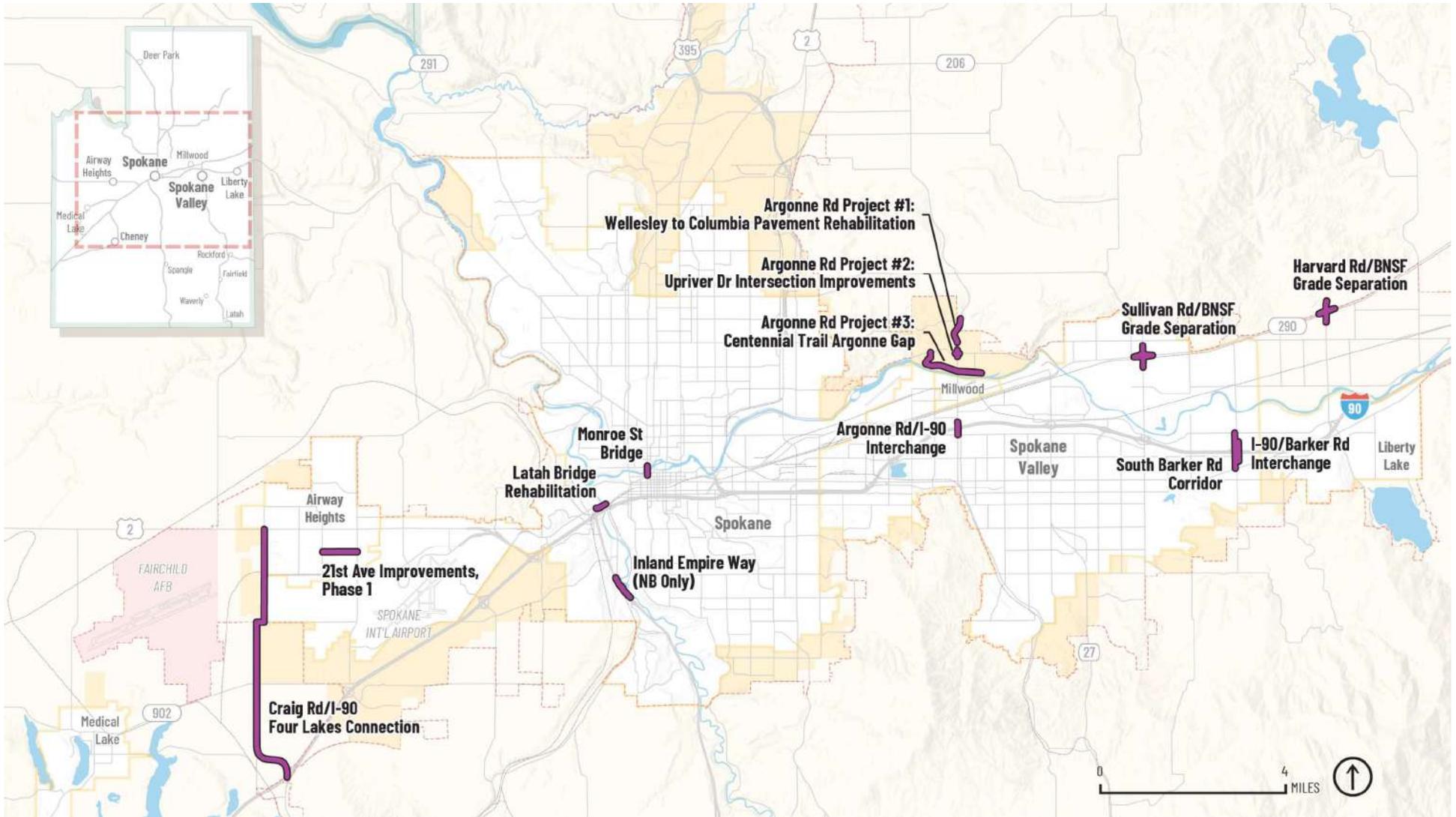
- ▶ Approval of Resolution R-26-08 authorizing submittal of the FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List to WSDOT for funding consideration.

# Overview

- ▶ WSDOT has announced the opening of their FFY 2027–2032 **National Highway Freight Program (NHFP)** project solicitation
- ▶ Approximately **\$11 million statewide per year** is expected to be available for local projects
- ▶ MPOs/RTPOs are requested to submit a consolidated **list of regional freight investment priorities**
- ▶ WSDOT will convene a **project selection committee** comprised of city, county, and MPO/RTPO representatives from across the state to evaluate submitted projects

# Timeline

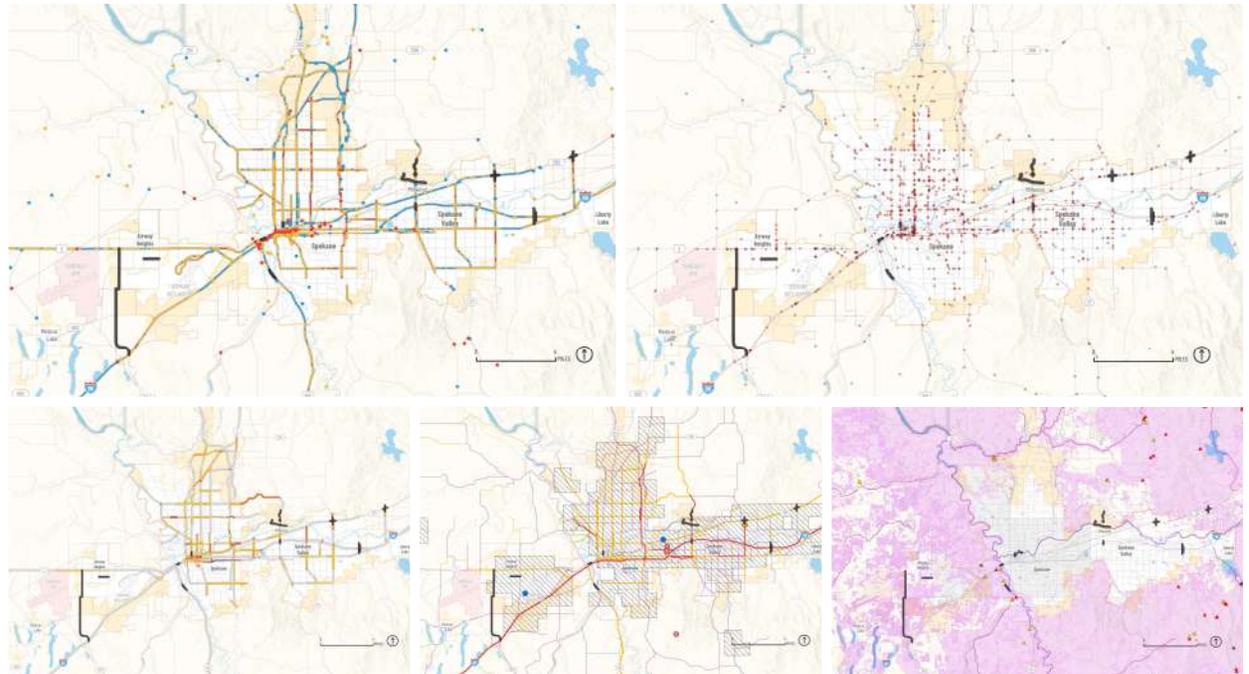




# Project Evaluation

## Six Criteria Areas:

- ▶ Preservation
- ▶ Safety
- ▶ Stewardship
- ▶ Mobility
- ▶ Economic Vitality
- ▶ Environment



FFY 2027–2032 NHFP

# Project Evaluation Criteria

Goal	Evaluation Criterion	Measure	Points
<b>Preservation</b>	Improve state of good repair of freight infrastructure	Pavement or bridge condition within project boundary	<b>20</b>
<b>Safety</b>	Prevent or reduce serious injuries and fatalities	# of fatal/serious injury crashes within project boundary in the last 5 years	<b>20</b>
<b>Stewardship</b>	Matching funds	Non-federal match %	<b>10</b>
<b>Mobility</b>	Reduce congestion and improve reliability	Travel time reliability in project area	<b>15</b>
<b>Economic Vitality</b>	Support economic activity and employment	Project distance from nearest freight cluster	<b>7</b>
	Located on FGTS Network	FGTS designation or equivalent truck traffic volume	<b>7</b>
	Intermodal connectivity between modes	Degree of connection to an intermodal facility	<b>6</b>
<b>Environment</b>	Reduce freight's negative impacts on stormwater runoff	Address stormwater impacts above min. requirements	<b>5</b>
	Reduce freight's negative impacts on wildlife habitats	Address wildlife impacts if in WDFW Priority Habitat Area	<b>5</b>
	Reduce freight's negative impacts on fish passage	Corrects fish passage barriers in project area	<b>5</b>
Total Points Possible			<b>100</b>

FFY 2027–2032 NHFP

# Regional Freight Priority Projects List

#	Project Name	Agency	2026 Unified List Project Status	NHFP Funding Request Amount	Evaluation Criteria Scores						Total
					Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment	
1	<b>Sullivan/Trent Interchange</b>	Spokane Valley	▶ Development	\$3,000,000	20	16	1	15	16	5	<b>73</b>
2	<b>Latah Bridge Rehabilitation</b> Design Only	Spokane	▶ Development	\$2,000,000	20	12	1	10	11	10	<b>64</b>
3	<b>Argonne Rd Project #2</b> Argonne/Upriver Intersection	Spokane County	▶ Development	\$4,300,000	12	20	1	15	14	0	<b>62</b>
4	<b>Barker/I-90 Interchange</b>	Spokane Valley	▶ Initiation	\$2,000,000	12	20	1	15	13	0	<b>61</b>
5	<b>Monroe St Bridge</b>	Spokane	N/A	\$3,745,000	12	12	1	15	13	5	<b>58</b>
6	<b>21<sup>st</sup> Avenue Improvements Phase 1</b> Garfield to Hayford	Airway Heights	N/A	\$1,697,000	0	20	1	15	15	5	<b>56</b>
7	<b>Harvard Rd/BNSF Grade Separation</b> Planning Study	Spokane County	N/A	None	6	20	1	15	13	0	<b>55</b>
8	<b>Inland Empire Way</b> Northbound Only	Spokane	▶ Initiation	\$5,408,000	0	12	4	15	14	5	<b>50</b>
9	<b>Craig Rd &amp; I-90 Four Lakes Connection</b>	Spokane County	▶ Development	\$57,868,500	6	16	1	5	11	0	<b>39</b>
10	<b>Argonne Rd Project #1</b> Wellesley to Columbia Rehabilitation	Spokane County	▶ Development	\$5,000,000	20	0	2	0	14	0	<b>36</b>
11	<b>Argonne Rd Project #3</b> Centennial Trail Argonne Gap	Spokane County	▶ Development	\$3,400,000	0	12	2	0	14	5	<b>33</b>

# Submittals

## Submitting Projects to SRTC:

- ▶ Upload via the SRTC website:  
<https://srtc.org/our-work/freight-planning/#nhfp>
- ▶ Email:  
[dfletcher@srtc.org](mailto:dfletcher@srtc.org)

Completed project submittal forms due to SRTC by Monday, **February 16**

### NHFP Project Submittals

Sponsor agencies must submit completed project submission forms and all supporting files to SRTC by **February 16, 2026** to be included in the regional submittal and considered for potential funding through the FFY 2027-2032 NHFP process.

The NHFP projects submission form and completion instructions are available on the [WSDOT NHFP Website](#).

Projects may be submitted using the form below or by email to [dfletcher@srtc.org](mailto:dfletcher@srtc.org).

Sponsor Agency

Agency Name

Contact Name

John Doe

Contact Email

my@email.com

Contact Phone

509-555-5555

Upload Project Submission Form and Attachments

Choose Files No file chosen

Submit

Success!



# Requested Action

- ▶ Approval of Resolution R-26-08 authorizing submittal of the FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List to WSDOT for funding consideration.



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

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

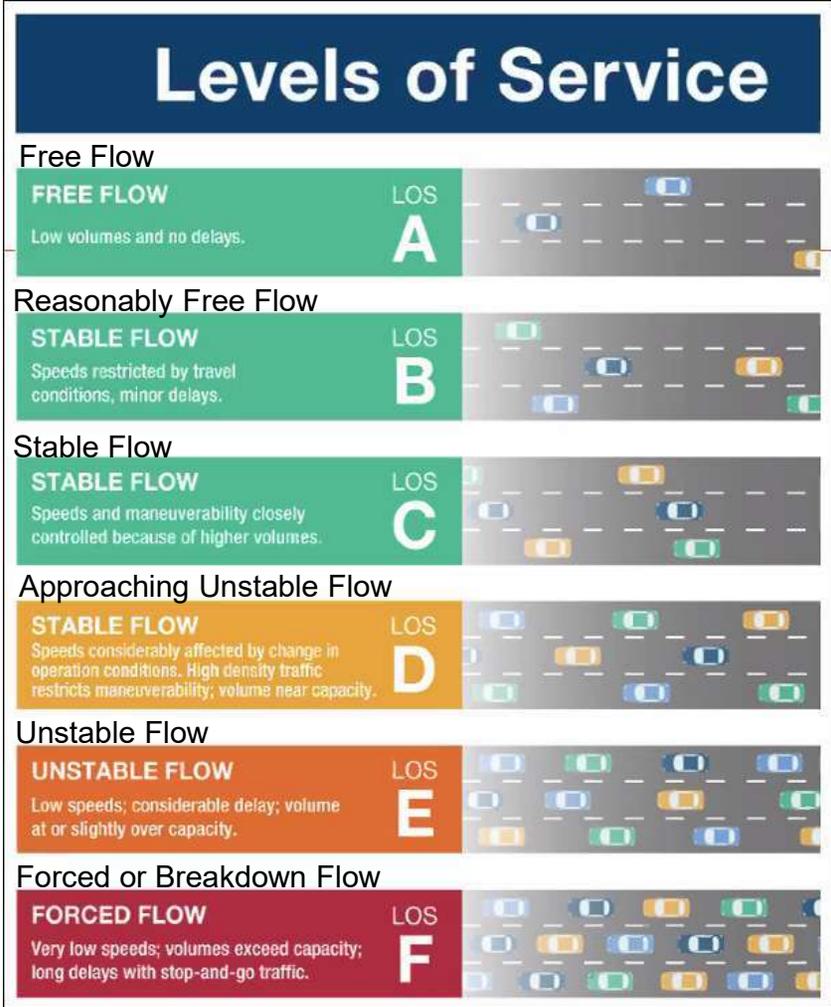
**Glenn Wagemann, P.E.  
Eastern Region Traffic Engineering Manager**

February 12<sup>th</sup> and 25<sup>th</sup>, 2026

Charlene Kay, P.E.  
Eastern Region Administrator

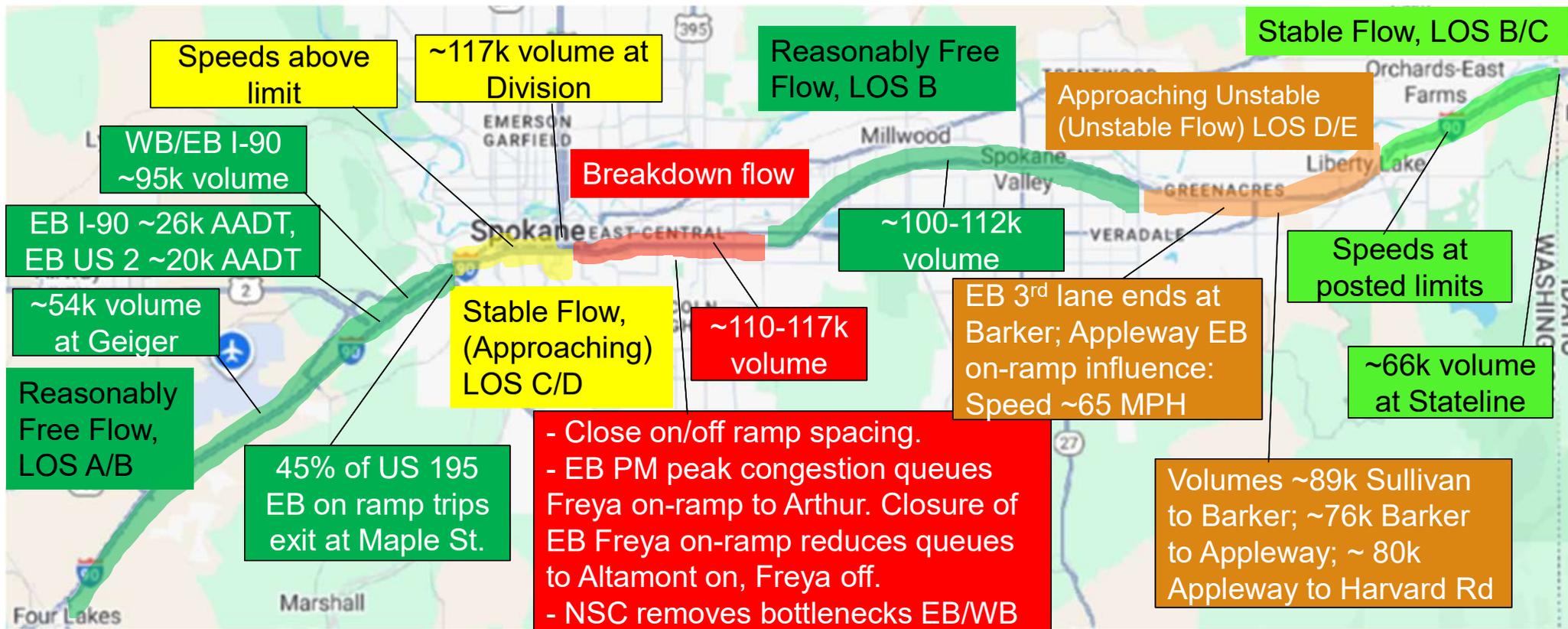
# Measuring and Monitoring Travel along the I-90 Corridor

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



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

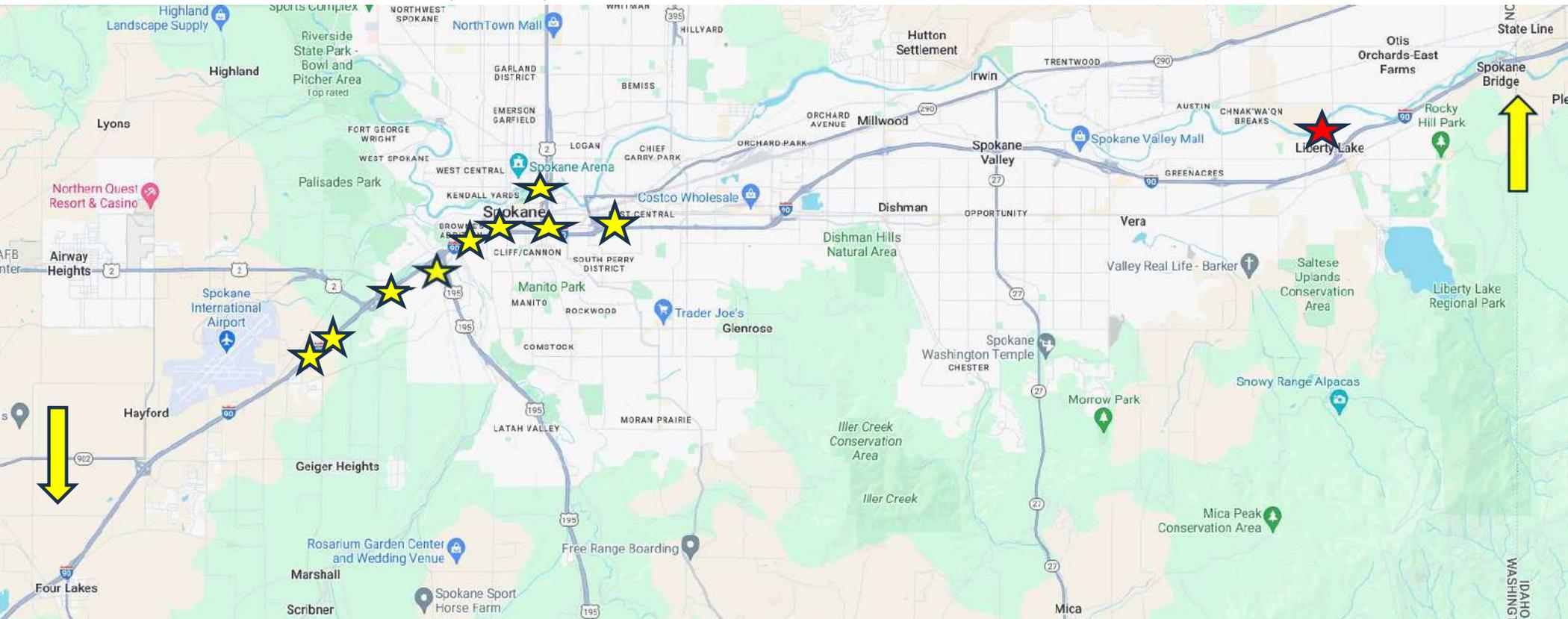
# Existing I-90 Operations by Segments Peak Hours\*



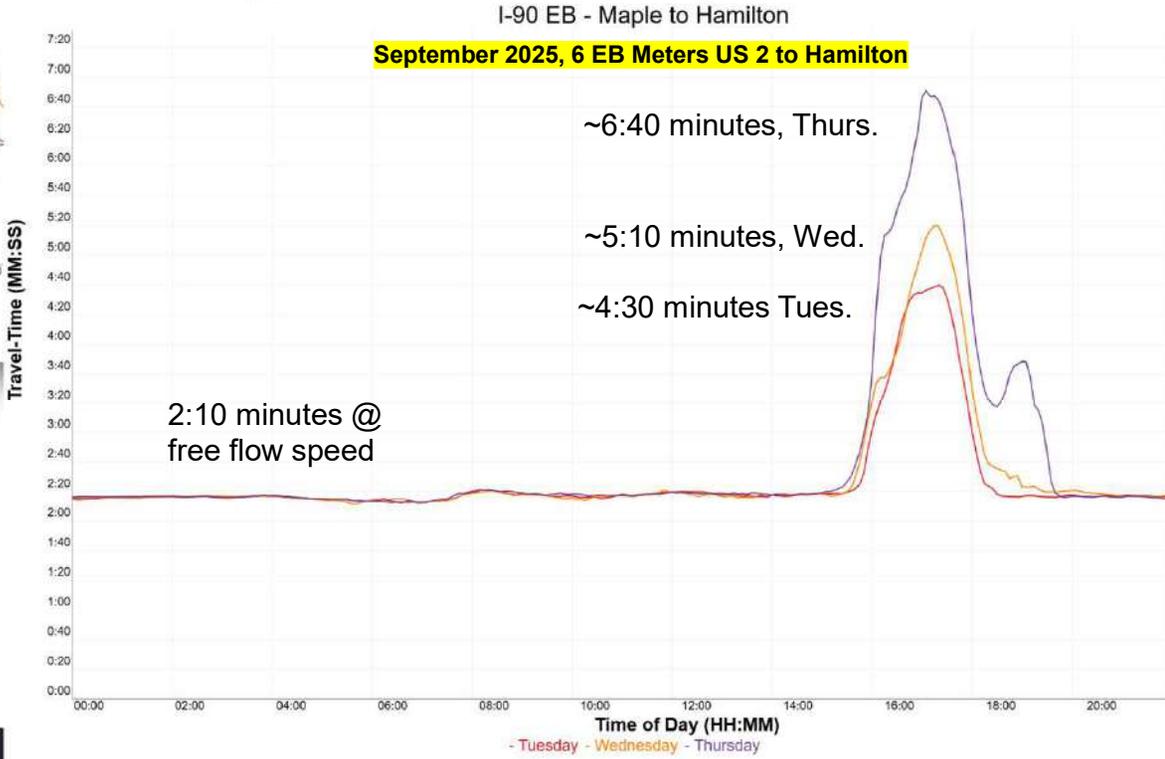
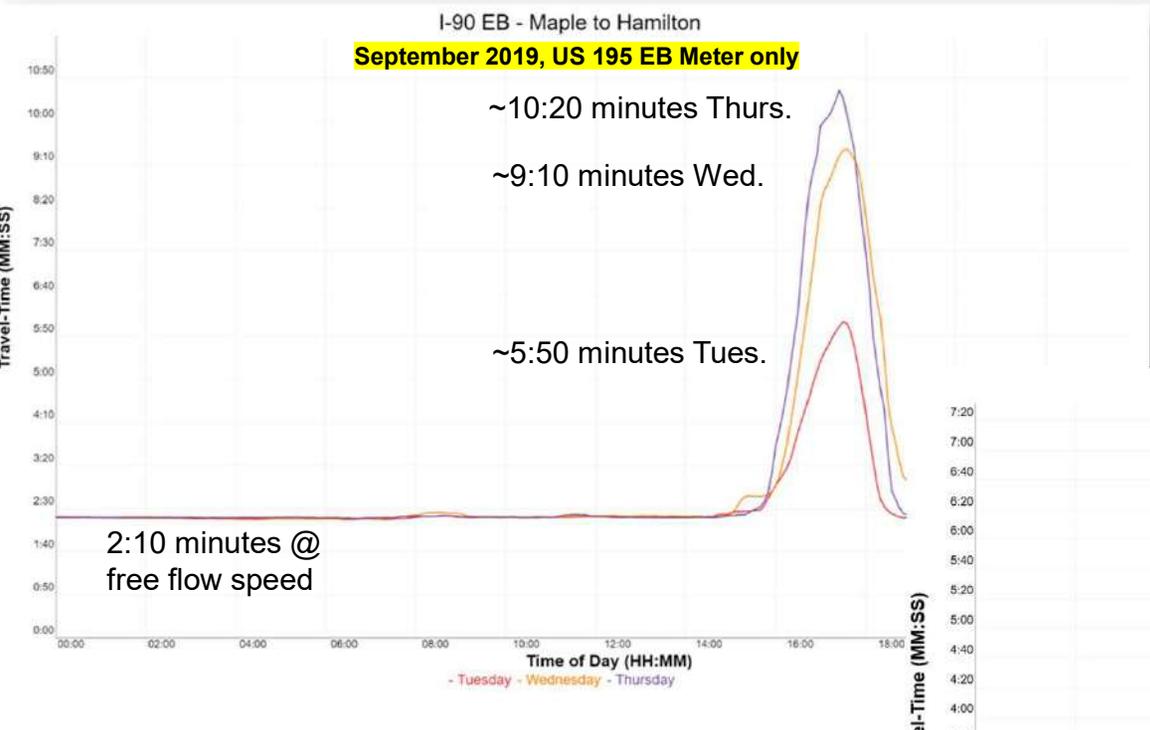
\* Existing conditions with ramp meters operating. Does not follow color coding from previous slide.

# 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)

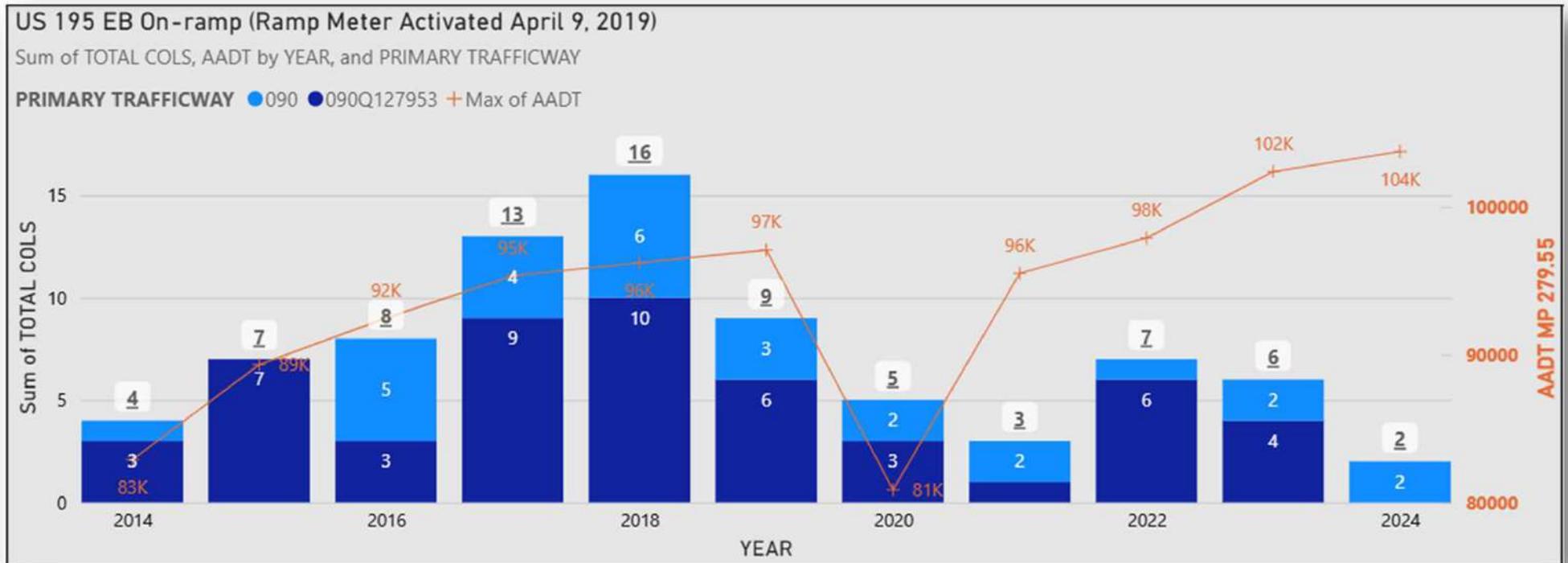


# I-90 Ramp Meter Operations – Travel Time and Congestion Queue Change

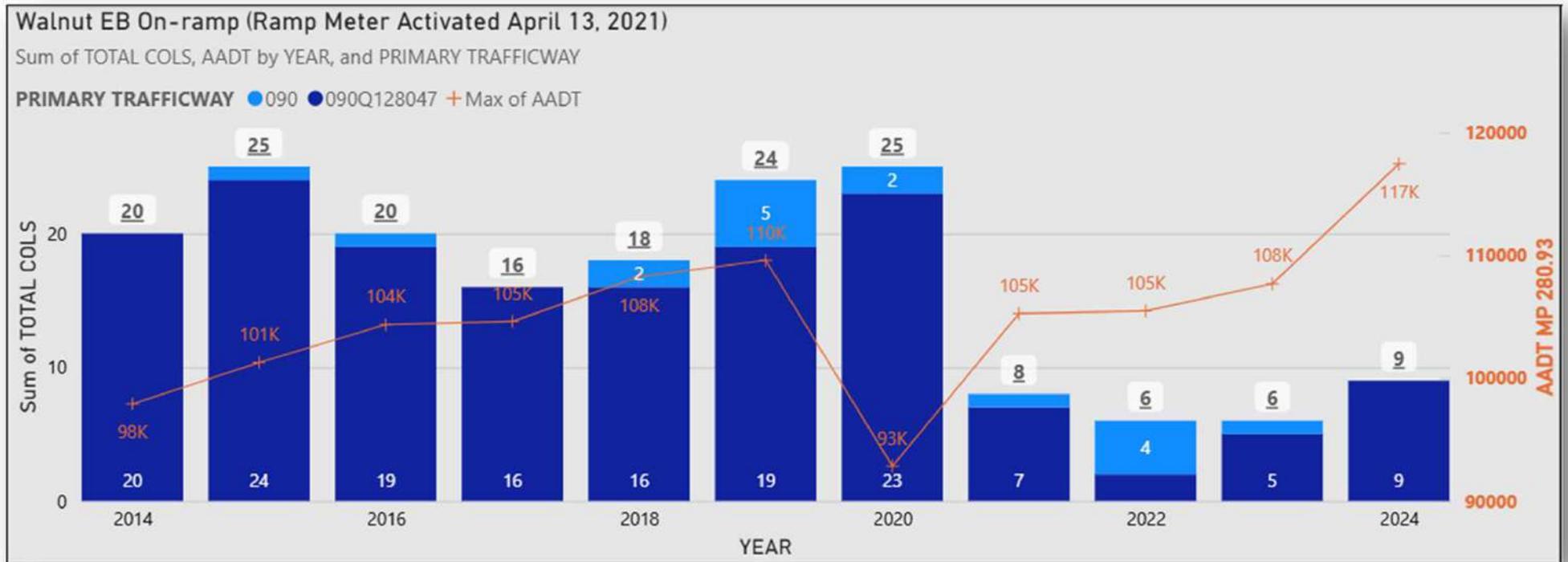


- Before eastbound ramp meters +/- 4.5 mile queue (Freya back to US 195). After +/-2.3 mile queue (Freya to Arthur/Sherman).
- 2019 to 2025 travel time difference ~4 minutes on Wednesday/Thursday highest flows/volumes

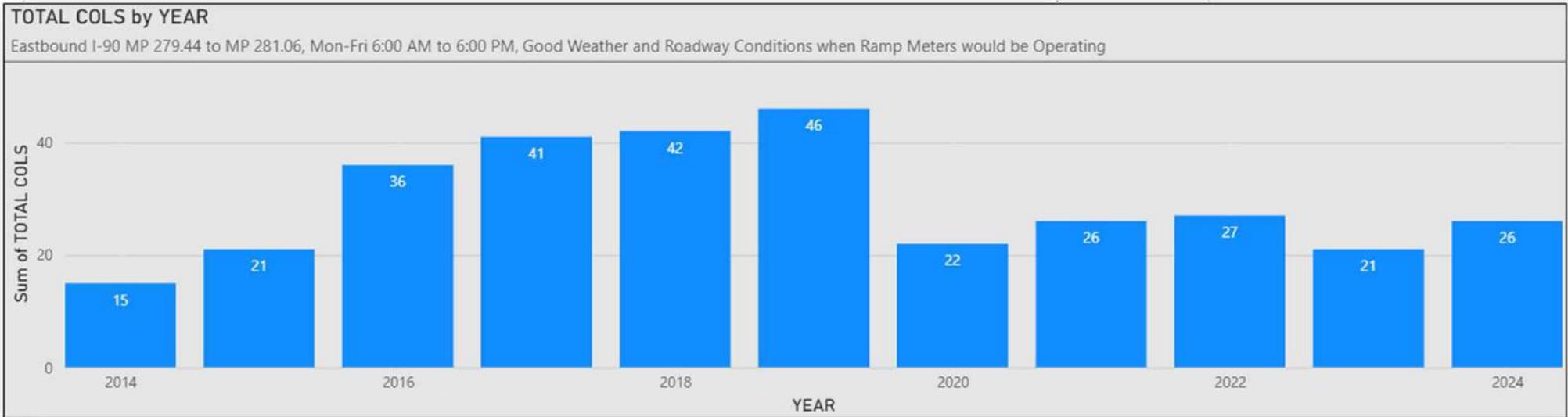
# I-90 US 195 Ramp Meter Operations – Collisions and AADT Before/After Meters



# 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

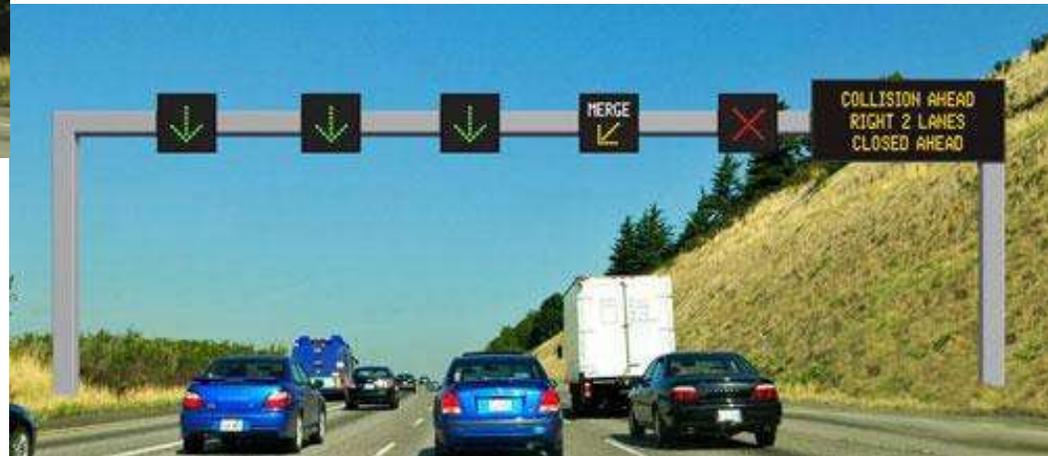
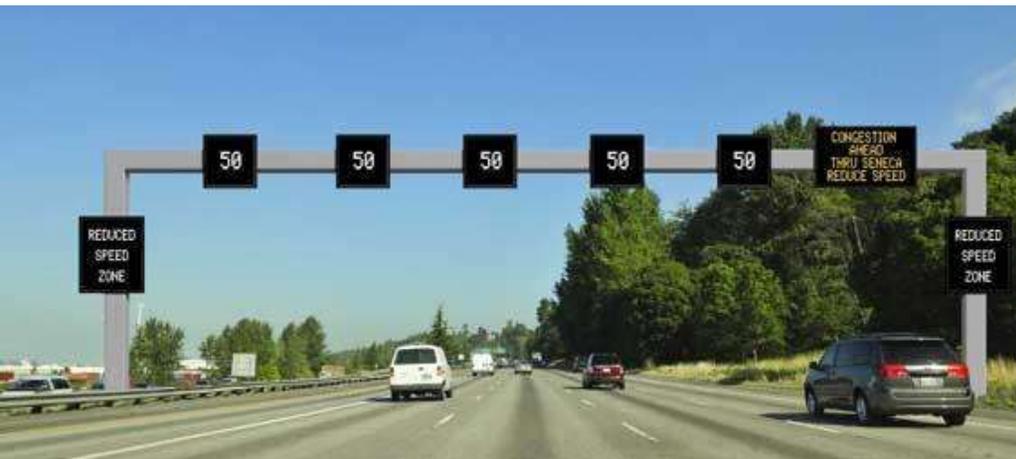
# I-90 Operations – Future Projects (as funding secured)

- **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



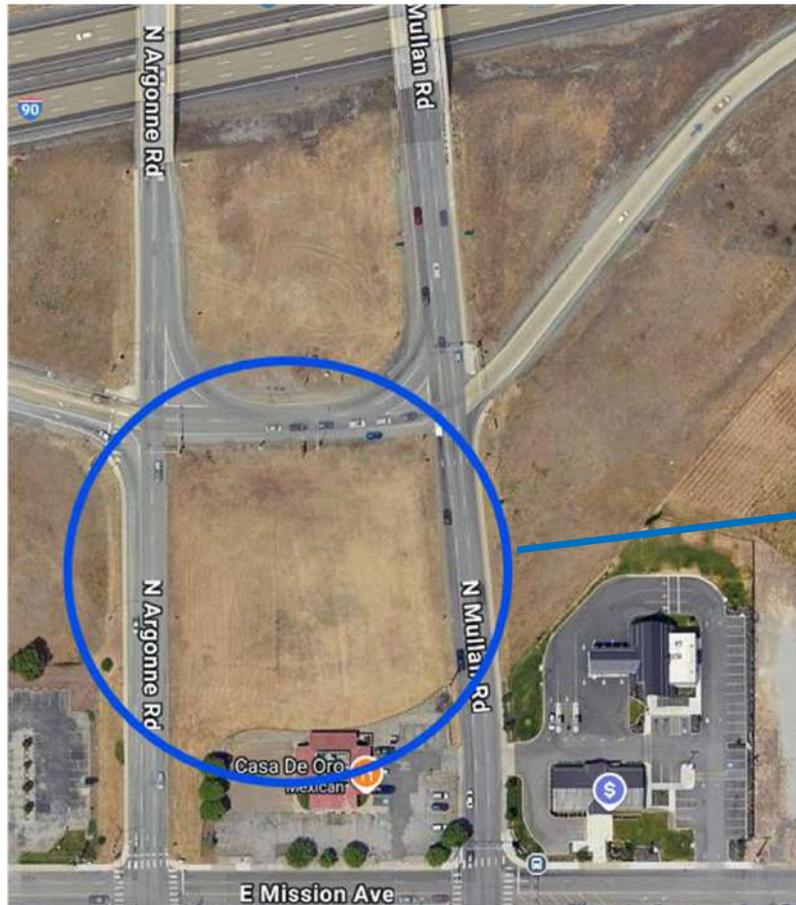
# I-90 Operations – Future Projects (as funding secured)

## 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).

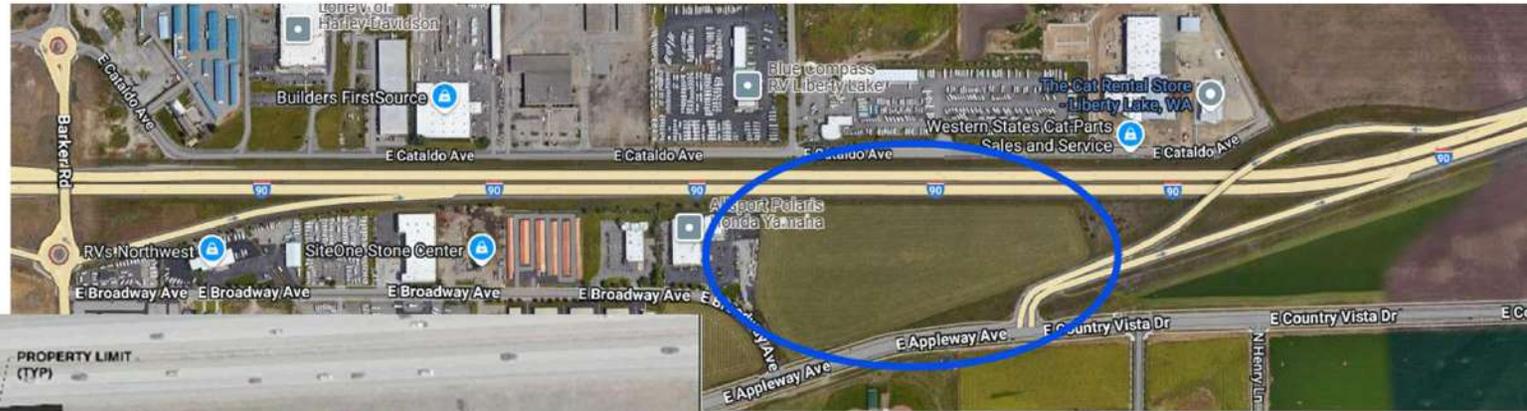


# Operate I-90 Together - Spokane Transit Authority Use of I-90 WSDOT Right of Way at Argonne Road Interchange



Draft concept for discussion only

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

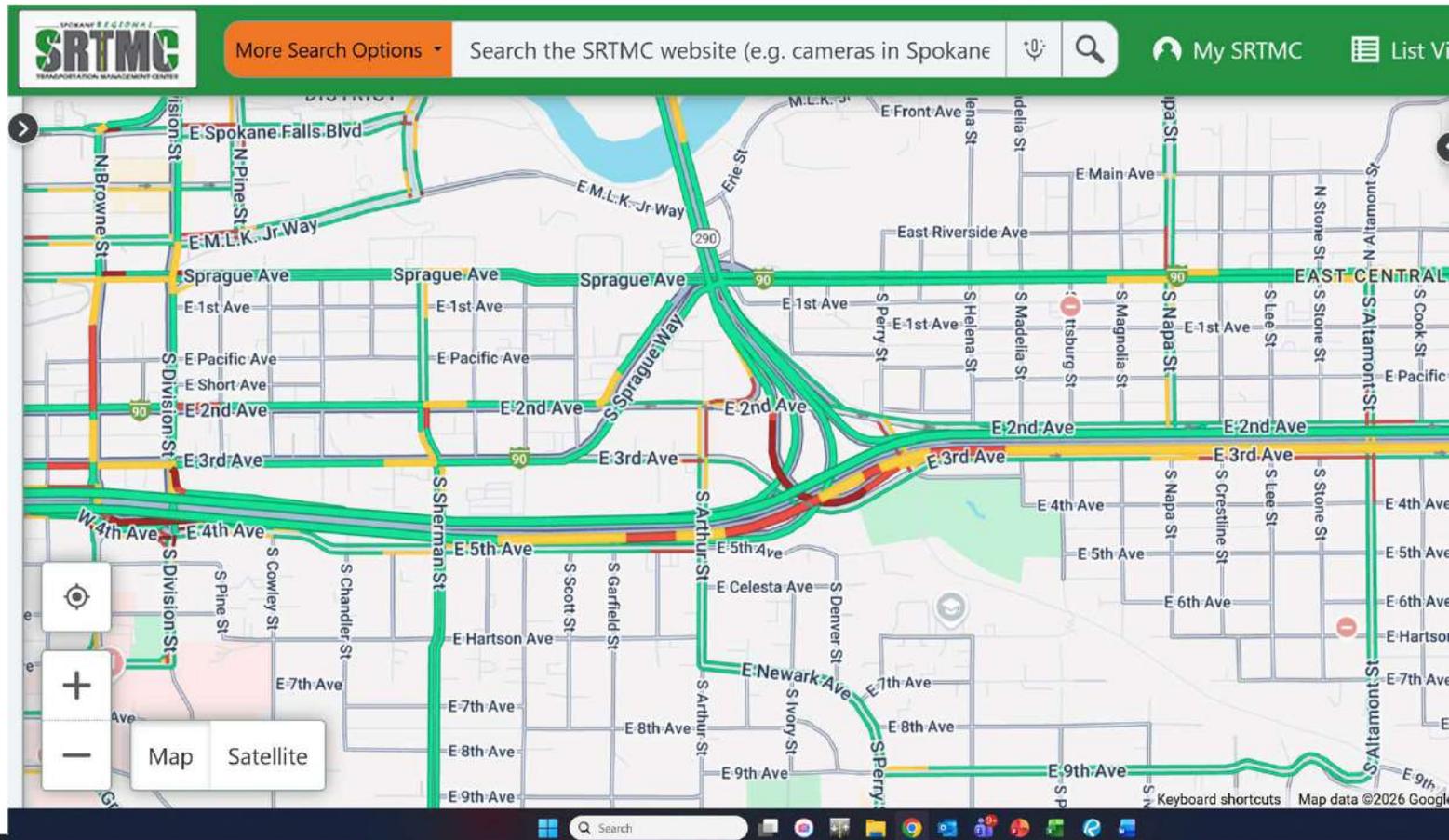


Draft concept for discussion only

# Operate the ENTIRE Road Network in Spokane Together

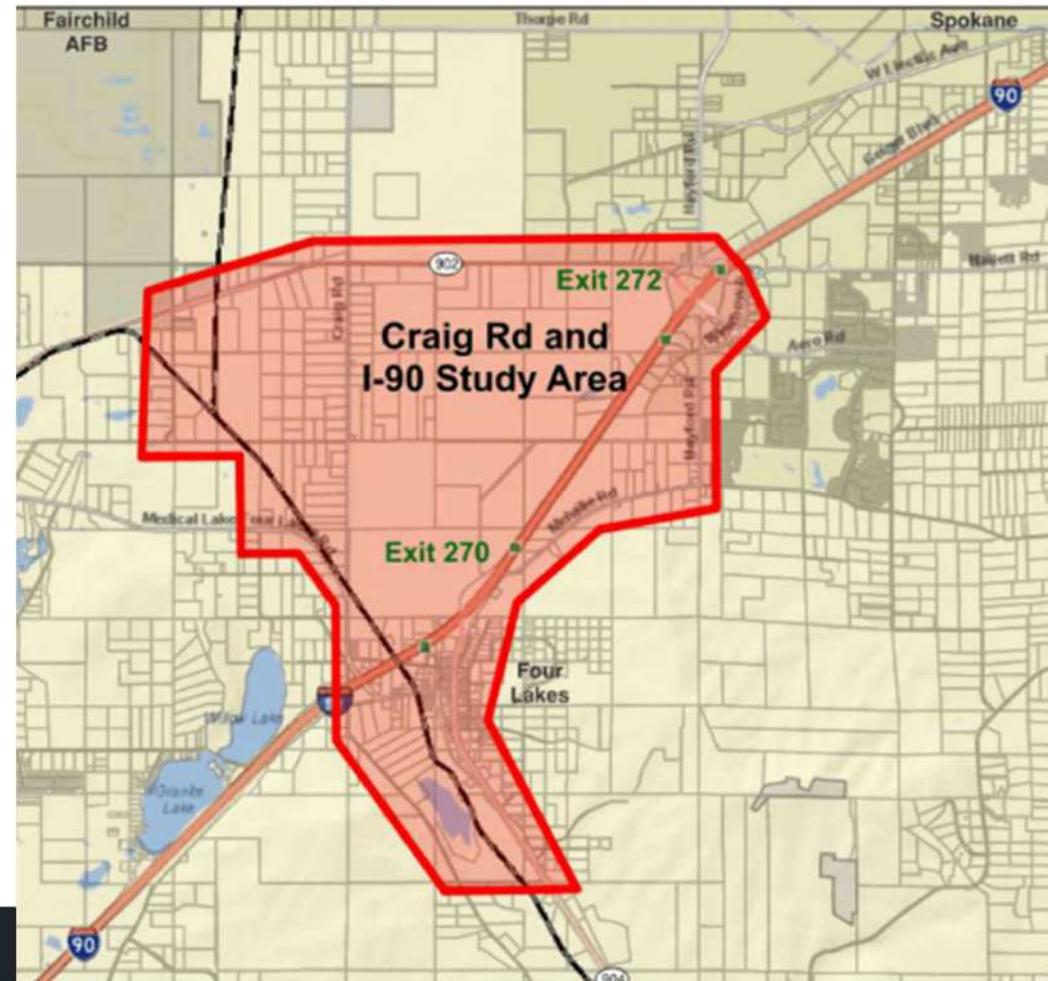
## Utilize local for local and regional for regional

- 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

# MPO-RTPO Overview and Upcoming Activities in 2026

**SRTC Board of Directors**  
**Lois Bollenback**  
**Agenda Item 7 Page 31**

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# Role of an MPO in the Community

## Federal-Aid Highway Act of 1962:

Mandated the formation of MPOs to **plan for regional transportation planning expenditures** and are responsible for the *continuing, cooperative, and comprehensive* transportation planning processes for their urbanized area.

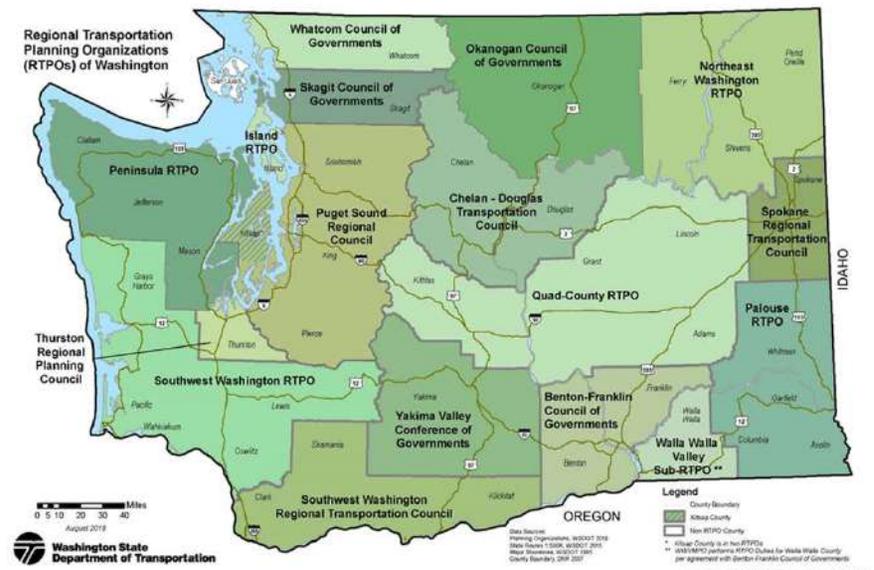
## Metropolitan Planning Organization (MPO):

An Agency created by federal law to *provide local elected officials input into the planning and implementation of federal transportation funds*

(areas with populations of greater than 50,000)

# Role of an RTPPO

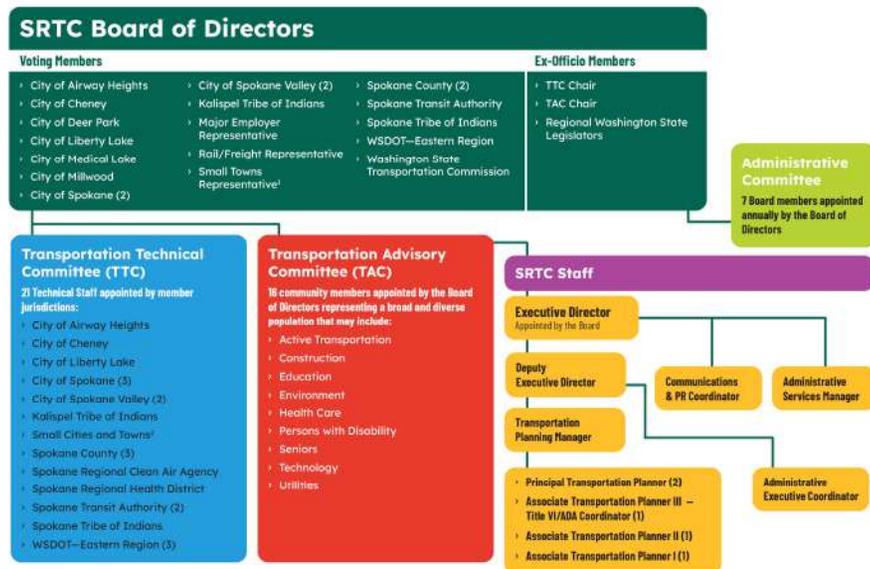
- **Chapter 47.80 RCW:** “while the transportation system in Washington is owned by numerous public jurisdictions, it should function as one interconnected and coordinated system.”
- **Regional Transportation Planning Organization (RTPPO):** to facilitate the coordination and cooperation among state and local jurisdictions of transportation planning and comprehensive plans, and to coordinate the achievement of statewide and local transportation goals.



# Your Vision – Our Vision

## SRTC Organizational Chart

Last Updated: January 2026



<sup>1</sup> Towns of Fairfield, Latah, Rockford, Spangle, and Waverly

<sup>2</sup> Towns listed above, plus the cities of Deer Park, Medical Lake, and Millwood

Note: In accordance with ILA 2021 Resolution R-22-01 - TAC Resolution R-22-07 - TTC Resolution R-22-19 - Administrative Committee

## Governance Structure of MPOs & RTPOs

- Board of Directors
- Transportation Technical Committee
- Transportation Advisory Committee

# Required Activities – Optional Activities

## Required

**Metropolitan  
Transportation Plan  
(MTP)**

**Transportation  
Improvement Program  
(TIP)**

**Unified Planning Work  
Program (UPWP)**

**Congestion Management  
Process (CMP)**

## Optional

**Corridor Plans & Studies**

**Research: Future Trends**

**Strengthening Community  
Partnerships**

**Data collection**

**Grant Development**

**Safety Awareness**

*Project Prioritization & Funding Strategies*

# Guiding Principles



# Required Planning Factors

1. Support the **economic vitality**, especially by enabling **global competitiveness**, productivity, and efficiency;
2. Increase the **safety & security** of the transportation system for motorized and non-motorized users;
3. Increase **accessibility and mobility** of people and freight
4. Protect and enhance the **environment**, promote energy conservation, improve the **quality of life**, and promote consistency between state and local planned growth;
5. Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight;
6. Promote efficient system **management and operation**;
7. Emphasize the **preservation** of the existing transportation system;
8. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
9. Enhance **travel and tourism**.

# Responding to Community Needs



# SRTC Activities in 2026



- Support local comprehensive plan updates
- Human Services Transportation Plan
- Update the Public Participation Plan
- Implement Safety Awareness Campaign
- Complete Economic Analyses of Projects
- Coordinate Data Collection Processes
- Update the Regional Intelligent Transportation Plan
- Complete a Transportation Funding Study
- Undertake a Truck Parking Study
- Scope the I-90/East-West Travel Study

# Thank you!

**Lois Bollenback**  
**Executive Director**  
[lbollenback@srtc.org](mailto:lbollenback@srtc.org)  
**509-343-6370**



# Public Participation Plan (PPP) Update Overview

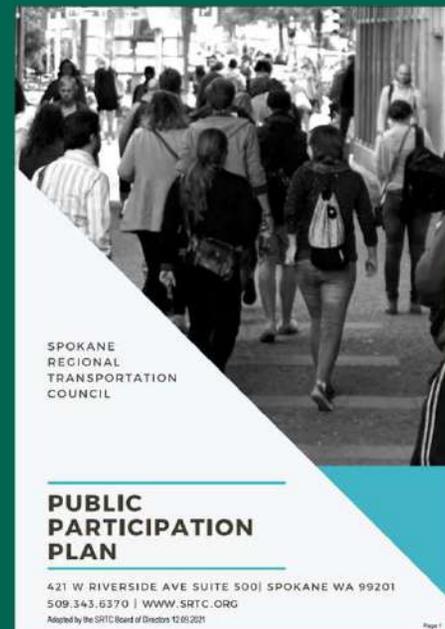
**SRTC Board of Directors**  
**Agenda Item 8**  
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**February 12, 2026**



# Background

- The plan's purpose is to
  - Teach the public how they can participate
  - Formally guide SRTC Staff's Outreach Practices
- Recognizes requirements for a proactive public engagement process
- Last Updated in 2021



# Outreach Program Achievements

- Annual Transportation Summit
- Increase in Community Events
- Expanding Participation Options
- **New SRTC Brand & Website Launches**
- SRTC Messaging Guide



# Planned Updates



Visuals & Structure



Community &  
Partner Input



Requirements & Federal  
Recommendations

# Planned Outreach



Lunar New Year Celebration, 2025

- Online Survey
- In-Person Activity
- Community Events
- Equity Working Group Presentations
- TAC & TTC Workshop
- 45-day public comment period
- Public Meeting

# Proposed Timeline

	January	February	March	April	May	June	July
<b>Drafting Plan</b>							
<b>Public Outreach</b>	TAC/TTC Workshop						
<b>Public Comment Period</b>					Board Meeting		
<b>Plan Adoption</b>						Board Final Approval	

# Discussion & Questions

- Anything specific we should keep in mind as we go through this update?

Feedback and input are appreciated and welcome at any time.

Savannah Creasey | [screasey@srtc.org](mailto:screasey@srtc.org) | 509.343.6370

# TAC Bylaws - Vacancies

“Should a vacancy occur on the TAC, an alternate will be offered the position. If the position remains unfilled, SRTC staff will **seek direction from the Board** to review the most recent TAC member applications or begin a public TAC member application process.”