



Spokane Regional Transportation Council

Board of Directors Meeting

Thursday, 03/12/2026 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/82990423233?pwd=umAtOb7zXGZhQgRIqtByx14vkGOIBU.1>

Meeting ID: 829 9042 3233 | Passcode: 100681

By Phone: +125 320 50468

Meeting ID: 829 9042 3233 | Passcode: 100681

Or find your local number: <https://us02web.zoom.us/j/kcau3PfqFO>

SRTC welcomes public comments at Board 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.



Time	Item #		Page #
1:00	1	Call to Order/Record of Attendance/Excused Absences	

1:10	2	Public Comments	
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FOR ACTION

1:15	3	Consent Agenda	
		a. February Board Meeting Minutes	3
		b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – March 2026	12
		c. Vouchers Paid for the Month of February	16
1:20	4	US 2 Multimodal Improvement Project Economic Benefits – Approval <i>(Ryan Stewart)</i>	17

INFORMATION AND DISCUSSION ITEMS

1:30	5	Economic Funds Transfer (EFT) Policy – Draft <i>(Greg Griffin)</i>	34
1:35	6	CY 2027 Unified List Process & Criteria – Draft <i>(David Fletcher)</i>	38
1:50	7	Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) Update <i>(Angela Paparazzo)</i>	42
1:55	8	Legislative Activity (Federal) <i>(Lois Bollenback)</i>	43
2:15	9	Public Participation Plan (PPP) Workshop Results <i>(Savannah Creasey)</i>	44

INFORMATION: No Action or Discussion (Written reports)

2:35	10	Executive Director’s Monthly Report <i>(Lois Bollenback)</i>	45
		• Ongoing/Upcoming Events and Activities	
		• Transportation Funding – Awards & Opportunities	
		• Correspondence Regarding SRTMC Funding	
	11	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	47

DISCUSSION

2:45	12	Board Member Comments <i>(Chair)</i>	
2:50	13	Chair Comments	
2:55	14	Adjournment <i>(Chair)</i>	



Board of Directors Meeting Minutes

Thursday, February 12, 2026- 1:00 pm

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

Excused Absences:

Commissioner Josh Kerns Mayor Cris Kaminskas
Spokane County *City of Liberty Lake*

Commissioner French made a motion to approve excused absences. Mr. Otterstrom seconded the motion. The motion passed unanimously.

In attendance were:

Board Members:

Council Member Vincent Barthels
City of Cheney
Council Member Dianne Pfaeffle
City of Deer Park
Council Member Don Kennedy
City of Medical Lake
Mayor Shawna Beese
City of Millwood
Council Member Kate Telis
City of Spokane
Council Member Kitty Klitzke
City of Spokane
Council Member Pam Haley
City of Spokane Valley
Deputy Mayor Tim Hattenburg
City of Spokane Valley
Daniel Clark
Spokane Tribe
Doug Yost
Major Employer Rep.
Matt Ewers
Rail/Freight Rep.
Council Member Micki Harnois
Small Towns Rep.
Commissioner Al French
Spokane County
Karl Otterstrom (CEO)
STA
Council Member Cecilia Evans
Spokane Tribe
Char Kay
WSDOT-ER
Commissioner Kelly Fukai
WA Transp. Commission

Absent Members:

Council Member Jennifer
Morton
City of Airway Heights

Ex-Officio Members:

Mike Ankney
*Inland NW AGC
(TAC Chair)*
Tara Limon
*STA
(TTC Chair)*

Guests:

Wende Wilber
Kittleson & Assoc.
Andres Grageda
City of Spokane
Inga Note
City of Spokane
Katherine Miller
City of Airway Heights
Pete Fisch
City of Airway Heights
Glenn Wagemann
WSDOT-ER
Erik Lowe
Paul Kropp
Kelley Dolan
FHWA

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Exec. Director
Greg Griffin
Admin Services Manager
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
Ryan Stewart
Principal Transp. Planner
David Fletcher
Principal Transp. Planner
Megan Clark
Legal Counsel



2 Public Comments

There were no public comments.

ACTION ITEMS

3 Consent Agenda

Chair Klitzke called attention to items comprising the Consent Agenda, including:

- a. January Board Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program Amendment - February 2026
- c. CY 2025 Quarterly Budget Update
- d. Vouchers Paid for the Month of January
- e. Resolution R-26-06 Regarding a Public Records Index

Ms. Bollenback noted a minor error in the draft meeting minutes, which will be amended to reflect that Matt Ewers was present, not absent.

Commissioner French made a motion to approve the amendment. Mr. Otterstrom seconded the motion. The motion passed unanimously.

Council Member Telis made a motion to approve the Consent Agenda with the amendment to the minutes. Ms. Kay seconded the motion. The motion passed unanimously.

4 Appointments to the Administrative Committee for CY 2026

Ms. Bollenback provided a brief overview of the Administrative Committee for the benefit of newer Board members. She explained that each year, the Board establishes the Administrative Committee to support key governance functions. The Committee's responsibilities include developing the upcoming calendar year budget, conducting the Executive Director's annual performance evaluation, and monitoring the agency's annual audit. In some years, the Committee also undertakes additional administrative updates, such as the procurement manual revisions completed last year.

She noted that the overall committee structure was originally established by Resolution R-22-19 in 2022. Appointments to the Committee are made annually by resolution and updated as membership rotates or changes. A draft resolution for Calendar Year 2026 appointments was included in the meeting packet.

Ms. Bollenback explained that most Committee positions are prescribed under the original resolution, while a few appointments are recommended by the current SRTC Chair. Additional nominations may also be made by Board members during the meeting.

The Administrative Committee membership recommended by SRTC Chair Cris Kaminkas for Calendar Year 2026 is as follows:



- Chair: Mayor Cris Kaminskas
- Vice Chair: Council Member Kitty Klitzke
- Immediate Past Chair Representative: Council Member Pam Haley (Spokane Valley)
- Tier 1/Tier 2/Small Towns Representative: Council Member Micki Harnois
- Spokane Transit Authority Representative: Karl Otterstrom, CEO
- Washington State Department of Transportation Representative: Char Kay, Regional Administrator
- At-Large Representative: Commissioner Al French (Spokane County)

Chair Klitzke called for additional nominations. With none offered, nominations were closed.

Mr. Ewers made a motion to approve appointments to the administrative committee for CY 2026 as presented. Deputy Mayor Hattenburg seconded the motion. The motion passed unanimously.

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

Mr. Fletcher presented Agenda Item 5, an action item requesting Board approval of Resolution R-26-08 authorizing submission of the 2027–2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List to WSDOT for funding consideration.

He provided a brief overview of the process. WSDOT opened the NHFP solicitation in November, the first since 2022. The program provides federal funding to improve freight efficiency on the National Highway Freight Network. Approximately \$11 million per year is anticipated statewide for local projects, based on prior funding levels. As in past cycles, local agencies submit projects through their MPO or RTPO, and those regional lists are forwarded to WSDOT. A statewide project selection committee, comprising local and MPO representatives, will evaluate submissions.

Mr. Fletcher reviewed the timeline, noting that the list had been presented to the TTC and TAC the previous month. Local agencies must submit final applications by February 16 so SRTC can meet the state's February 27 deadline.

Staff reviewed projects included in Horizon 2050 and the Unified List of Regional Transportation Priorities and invited additional eligible submissions from local agencies. Thirteen projects were reviewed; two were withdrawn at the request of their sponsoring agencies, leaving eleven for consideration. Projects were evaluated using six criteria areas aligned with WSDOT's statewide scoring framework: preservation, safety, stewardship, mobility, economic vitality, and environment.

Based on scoring and funding considerations, staff recommended a cutoff at project number eight for inclusion on the regional priority list. Mr. Fletcher noted that the proposed list reflected natural scoring breaks, overall funding request amounts, and geographic distribution.



Before finalizing the list, Mr. Fletcher recognized a request from the City of Airway Heights to modify its submittal.

Ms. Katherine Miller, Public Works Director for the City of Airway Heights, requested that the 21st Avenue Improvements (Phase 1) project be withdrawn and replaced with the US 2 Multimodal Improvements Phase 1 project. She explained that since November, circumstances had changed, including the City's unsuccessful Safe Streets for All grant application. Given that the Board has already committed \$5 million to the US 2 Phase 1 project and the City faces a 2029 deadline to deliver it, staff determined that focusing resources on US 2 Phase 1 is the City's highest priority.

Ms. Miller noted that while the 21st Avenue project remains valid, it currently lacks committed funding and presents challenges in competitive scoring due to limited crash and preservation data. In contrast, the US 2 Phase 1 project addresses documented safety and mobility needs along a high-traffic corridor and aligns with prior regional commitments. The City requested inclusion of the US 2 Phase 1 project with a \$5 million funding request.

Board members discussed whether the replacement project should be rescored and how it should be ranked within the priority list. Mr. Fletcher indicated that due to the state deadline, there was insufficient time to rescore the project through the full committee process. However, based on an initial screening, the project would likely score similarly to the 21st Avenue project.

Members discussed whether the project should be placed at the bottom of the recommended list, given the absence of formal scoring. Mr. Otterstrom noted that while placing lower on the list may be reasonable procedurally, the project would likely have ranked near the top if it had been scored with the others.

Ms. Kay expressed support for replacing the 21st Avenue project with US 2 Phase 1, citing the extensive collaborative planning and investment along the US 2 corridor, increasing development pressures, safety improvements, multimodal enhancements, and coordination with Fairchild Air Force Base. She emphasized the corridor's regional significance and prior investments from multiple funding partners.

Ms. Bollenback confirmed that the request aligns with SRTC's stated priorities that include: 1) finish what we've started; 2) support member jurisdictions' highest priorities; and 3) advance the most competitive projects for a given program. She noted that the Board must determine how to reflect the requested change within the final ranked list.

Ms. Kay made a motion to replace the 21st Avenue Improvements Phase 1 project with US 2 Pedestrian and Multimodal Enhancements Phase 1. Council Member Haley seconded the motion. The motion passed unanimously.

Mr. Ewers made a motion to approve the FFY 2027-2032 National Highway Freight Program Regional Priority Projects List as amended. Mr. Otterstrom seconded the motion. The motion passes unanimously.



INFORMATION AND DISCUSSION

6 Guest Presentation: Managing I-90 Corridor Transportation Operations

WSDOT's Eastern Region Traffic Engineering Manager, Mr. Glenn Wagemann, provided an overview of I-90 operations from the Cheney/Four Lakes interchange to the Idaho state line. He explained how freeway performance is measured using Level of Service (LOS), which evaluates speed, density, and traffic flow. LOS ranges from A (free-flow conditions) to F (breakdown congestion). He noted that congestion typically results from high volumes combined with closely spaced ramps and merging activity that create friction points along the corridor.

Mr. Wagemann reviewed operating conditions by corridor segment, noting that the western portions of the corridor generally maintain stable levels of service with strong traffic flow, while certain central and eastern segments experience recurring congestion. He explained that eastbound congestion often begins near Freya due to short ramp spacing and merging. Prior to ramp metering, queues regularly extended west toward US-195 during peak hours. Further east, conditions near Sullivan and Harvard become unstable during peak periods due to lane drops, weaving, and concentrated exit demand.

He stated that approximately 60 percent of congestion along the corridor is caused by non-recurring events such as collisions, debris, special events, and work zones, while 40 percent is caused by recurring bottlenecks.

Mr. Wagemann summarized operational improvements implemented since 2018, including the addition of an incident response vehicle and installation of nine ramp meters, primarily eastbound. While ramp meters improve traffic flow, he emphasized that WSDOT installed these ramp meters first to reduce collisions and second for congestion. Data collected at locations such as US-195 and Walnut show measurable reductions in crash frequency and severity following installation. The Walnut ramp meter remain active outside peak-congestion periods for safety purposes. In response to a question, he confirmed that certain meters are operated primarily to reduce collisions rather than to manage traffic flow.

He described WSDOT's broader strategy for managing increasing travel demand, which prioritizes safety, preservation, maintenance, and operational improvements before pursuing major capacity expansions. Transportation Systems Management and Operations strategies include ramp metering, expanded incident response, additional traveler information signage, and consideration of Active Traffic Management tools such as variable speed and lane control systems. He also discussed coordination with transit partners to support flyer stops and emphasized the importance of utilizing the broader local street network to reduce short freeway trips that contribute to merging conflicts.

Looking ahead, Mr. Wagemann noted that WSDOT is evaluating long-term concepts in the Barker to Harvard segment, including the potential addition of a third eastbound lane and associated interchange modifications to reduce weaving and improve operations. These considerations are



being coordinated with Spokane Valley, Liberty Lake, Spokane County, and other partners through ongoing subarea planning efforts.

Board members raised questions about freight mobility and safety at the US-195 interchange, particularly regarding short merge distances and challenges for heavy trucks to accelerate. Mr. Wagemann acknowledged these concerns and stated that operational strategies, including Active Traffic Management and potential future bridge replacement, would be part of longer-term solutions. He reiterated that current operational tools are necessary to maintain acceptable levels of service and reduce collisions while broader capacity improvements are evaluated.

7 MPO-RTPO Overview and Upcoming Activities in CY 2026

Ms. Bollenback provided an overview of SRTC's role as both the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Organization (RTPO). She explained that the purpose of the presentation was to establish a common understanding of why SRTC exists and its role in the region.

She noted that MPOs were established in the 1960s in response to rapid suburban growth, increasing automobile ownership, and the expansion of the interstate highway system. At the time, there was no formal mechanism for coordination among jurisdictions or between local governments and the federal government on major transportation projects. This led to the creation of the "3C" planning process—continuing, cooperative, and comprehensive—designed to bring jurisdictions together regularly to coordinate regional transportation planning.

In the 1990s, the Washington State Legislature adopted the Growth Management Act (GMA), recognizing the importance of coordinating transportation and land-use planning at the regional level. To ensure statewide coverage, the Legislature created RTPOs for all areas of the state, including those not served by MPOs. SRTC serves as both the federal MPO and the state RTPO for the Spokane region.

Ms. Bollenback emphasized that SRTC's governing body is its Board of Directors. The Board establishes policy direction and priorities, while the Transportation Technical Committee, Transportation Advisory Committee, and staff provide analysis, data, and planning support to inform Board decisions.

She outlined SRTC's required activities, which include maintaining a long-range transportation plan, a five-year Transportation Improvement Program (TIP), and a two-year Unified Planning Work Program (UPWP). While these core documents are mandated by state and federal law, she explained that much of SRTC's value lies in how it uses its remaining planning resources to support member jurisdictions. This includes advancing priority projects, assisting with grant development, conducting outreach, and providing data and technical analysis tailored to local needs.

All activities are guided by Board-adopted guiding principles and federally required planning factors, including safety, mobility, economic vitality, environmental considerations, and coordination with land use. She noted that travel and tourism are also increasingly important considerations for the region.

Ms. Bollenback then highlighted major work efforts for the 2026 calendar year, including support for local comprehensive plan updates, the Human Services Transportation Plan, updates to the Public Participation Plan, a safety awareness campaign, economic analyses of priority projects, data



collection and intelligent transportation systems coordination, a funding study, truck parking analysis, and continued regional conversation regarding I-90 and its surrounding network. She emphasized that while recent discussion has focused on I-90 operations, long-term planning must also consider land use, parallel routes, and regional connectivity, as major infrastructure improvements require long lead times.

During discussion, Commissioner French requested additional context regarding the economic analyses being conducted. Ms. Bollenback explained that the scope of analysis varies depending on project needs. For example, current work in Airway Heights examines the development potential and job creation associated with the US-2 project. While SRTC does not conduct full cost-benefit analyses comparable to major federal grant applications, staff aims to provide substantive economic context to strengthen grant competitiveness and support legislative discussions. She noted that draft results would be shared with the Board for review and acceptance, though project sponsors ultimately determine how the analysis is used.

Ms. Bollenback concluded her presentation by reiterating that SRTC's role is to support member jurisdictions through coordinated, regionally informed transportation planning.

8 Public Participation Plan (PPP) Update – Overview

Ms. Creasey presented an update on the Public Participation Plan (PPP). She explained that the PPP is a federally required document that outlines how SRTC engages and involves the public in its planning activities. The plan serves two purposes: informing the public about opportunities to participate and guiding staff on SRTC's outreach commitments and requirements.

She noted that the PPP was last updated in 2021, shortly after the COVID-19 pandemic significantly altered outreach practices. Since that time, SRTC has expanded and refined its public engagement program, including adapting to hybrid engagement formats. Ms. Creasey, who joined SRTC in 2023 in a role dedicated to outreach, highlighted several improvements made since the last update, including growth of the annual Transportation Summit, increased participation in community events, expanded outreach options, and, most significantly, the 2025 launch of SRTC's new brand and website. As part of that effort, a consultant also developed an internal messaging guide to help staff tailor communications to the SRTC's vast audiences.

Ms. Creasey explained that staff is beginning the process of updating the PPP to reflect these changes. Planned updates include aligning the document with SRTC's new branding, reorganizing content to improve clarity and usability for both the public and staff, and better distinguishing between outreach to partner agencies and outreach to the general public. The update will also incorporate stakeholder feedback and ensure compliance with all federal requirements, including minor recommendations received during SRTC's recent federal certification review.

Planned outreach for the PPP update includes an online survey, in-person engagement activities at community events, presentations to the Equity Working Group, and workshop discussions with both advisory committees to gather technical and public perspectives. A 45-day public comment period will follow the release of the draft plan, which will include a public meeting. Staff anticipates presenting a draft to the Board in May and seeking adoption in July.



Ms. Creasey emphasized SRTC's commitment to coordinating outreach efforts with member jurisdictions and strengthening partnerships. In addition to working through the TTC, she has been connecting with communications professionals at member agencies to better understand local strategies and identify opportunities for collaboration. She invited Board members to share suggestions, including successful outreach approaches used in their communities.

During discussion, Council Member Klitzke suggested that staff connect with her jurisdiction's Office of Neighborhood Services, noting their effectiveness in reaching neighborhood-level audiences. Council Member Telis commented on the effectiveness of social media as an outreach tool.

INFORMATION

9 Executive Director's Monthly Report

Ms. Bollenback provided several updates.

She first noted that as planning projects begin in spring, upcoming Board agendas may be lighter. Staff is evaluating whether to cancel the April meeting and redistribute agenda items to surrounding months. She stated that confirmation would be provided at the next meeting.

Ms. Bollenback then highlighted House Bill 2134, currently under consideration in the state legislature. The bill would require RTPOs in 12 specified counties, including Spokane County, to incorporate reductions in greenhouse gas emissions and vehicle miles traveled into their regional transportation plans. She noted that SRTC recently completed its long-range plan under current federal and state requirements, which do not mandate those measures. While she did not comment on the policy merits of the proposal, she expressed concern that RTPOs are not financially resourced to undertake the additional analytical work required. She explained that RTPO funding has remained largely stagnant since the 1990s and that new mandates without additional funding would create significant challenges. She also reminded the board that increasing funding to support RTPO requirements has been a priority for SRTC for several years.

Ms. Bollenback then turned to a procedural matter regarding the Transportation Advisory Committee (TAC). She reminded the Board that the TAC is SRTC's citizen-based advisory committee, reconstituted every two years, and that two alternate positions were recently added. Shortly before the last Board meeting, one alternate withdrew, creating a vacancy in an alternate position. Upon reviewing the bylaws, staff determined that while the process for filling voting member vacancies is clearly outlined, the bylaws are silent on filling alternate position vacancies. Ms. Bollenback requested Board direction on whether to fill the position using the existing applicant list, leave it vacant, or reopen the recruitment process.

Commissioner French recommended reopening the solicitation process to fill the vacancy. Council Member Klitzke agreed, noting that the prior applicant pool had been limited. Mr. Otterstrom asked about timing and whether it would be preferable to wait until the next regular recruitment cycle. Ms. Bollenback explained that vacancies can arise throughout the two terms and are addressed as needed to maintain committee function. She confirmed that 10 of the 14 seats were in place at the end of the last term. Mr. Ewers questioned whether recruiting specifically for an alternate



position would generate interest. Ms. Bollenback clarified that alternates participate fully in discussions and serve as ready replacements for voting members when needed. Council Member Telis added that the alternate role offers a lower-commitment opportunity to get involved. The Board expressed consensus to reopen the application process to fill the alternate position.

10 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

11 Board Member Comments

Mr. Ewers requested that future guest presentations include dedicated time for Board questions, noting that additional discussion time would have been helpful for the I-90 presentation. Mr. Otterstrom reported that STA continues to investigate last month's incident involving a double-decker bus and anticipates reintroducing the vehicles later this month, with additional safety protocols in place. He also shared that Congress approved and the President signed the federal fiscal year 2026 budget, which includes \$82 million for the Division Street BRT project, though additional steps remain before funds are formally obligated. Ms. Kay announced that the North Spokane Corridor Stage 2 project is currently under advertisement, with bid opening scheduled for February 25. She noted that it is the largest transportation project in the region to date, with an estimated value of \$200-\$225 million, and that it includes the state's first project labor agreement.

12 Chair Comments

There were no Chair comments. The meeting adjourned at 2:30 p.m.

Anadia Grier, Clerk of the Board



To: SRTC Board of Directors
From: Ben Kloskey, Associate Transportation Planner II
Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendment
– March 2026

Requested Action:

Approve resolution R-26-09 approving the March amendment to the CY 2026-2029 Transportation Improvement Program.

Key Points:

There are 3 projects included in the March amendment to the CY 2026-2029 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY	PROJECT
Liberty Lake	N Molter Rd Overlay
Spokane Transit Authority	Division Line: Division BRT Project Development, Construction and Implementation
WSDOT	Asphalt/Chip Seal Preservation Spokane Regional Transportation Council

The Spokane County project, *Craig Rd & I-90 Four Lakes Connection Planning Study*, was originally included in the March amendment and in the materials distributed for public comment. Due to a miscommunication, the project was included in error and is no longer part of the March amendment. This clarification does not affect the current project or its status.

Board/Committee Discussions:

The TAC and TTC discussed and unanimously recommended Board approval of the March amendment to the CY 2026-2029 TIP at their February 2026 meeting. This is the first Board discussion of the March 2026 TIP Amendment.

Public Involvement:

The proposed March amendment was published for a public review and comment period from 02/16/26 through 02/25/26. On 02/16/2026 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms.

Staff Contact: Ben Kloskey, SRTC | bkloskey@srtc.org | 509.343.6370

2026-2029 Transportation Improvement Program

March Amendment (26-03)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
Liberty Lake WA-16922	N Molter Rd Overlay (NEW) New project being added to the TIP. Edge grind and overlay of N Molter Rd between E Appleway Ave and the roundabout at Mission Ave. Approximately 0.33 miles of work area with two driving lanes in each direction. ADA ramp upgrades will be made within project limits.	Federal (STBG)	\$1,109,183
		State	\$0
		Local	\$369,727
		Total	\$1,478,910
Spokane Transit Authority WA-14727	Division Line: Division BRT Project Development, Construction and Implementation Funding was updated in the outer years of 2028-2031.	Federal (5309)	\$82,000,000
		State	\$ 37,942,106
		Local	\$38,505,000
		Total	\$158,447,106
WSDOT BSRTC P1	Asphalt/Chip Seal Preservation Spokane Regional Transportation Council Updated funding for preservation projects under this record.	Federal (STBG, NHPP)	\$17,308,767
		State (MVA)	\$4,244,283
		Local	\$0
		Total	\$21,553,050

STBG-Surface Transportation Block Grant | 5309-FTA Section 5309: Capital Investment Grants | NHPP-National Highway Performance Program



Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendment – March

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 March 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 March amendment will be incorporated into the STIP on or around 04/17/2026.



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-09**

**ADOPTING THE CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
MARCH 2026**

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2026-2029 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2026-2029 TIP on 10/09/2025.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby amend the 2026-2029 Transportation Improvement Program with the March 2026 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: 03/12/2026

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Mayor Cris Kaminskas
City of Liberty Lake
Chair, SRTC Board of Directors



VOUCHERS PAID FOR THE MONTH OF FEBRUARY 2026

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
2/6/26	V122889	Cycrest Systems	Managed IT Services - Mnthly February; SaaS Security	1,624.44
	V122890	WA State Dept of Retirement	Employee DCP payroll contributions: February PP03 2026	700.00
	V122891	Intermax Networks	VOIP telecom February 2026	253.23
	V122892	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - Jan2026	73.00
	V122893	WA State Dept of Retirement	Employee and Employer Contributions: January 2026	11,784.41
2/20/26	V122894	Kittelton & Associates	Economic Analysis Project thru 11/30/25 - Tasks 1, 4 & 5	3,653.93
	V122895	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-03	835.00
	V122896	Spokesman Review	Public Notice TIP Amendment	176.71
	V122897	Minuteman Press	HSTP Rack Cards Outreach - Spanish	39.16
	V122898	EMLVO P.C.	January legal svcs: Board mtg; staff correspondence	600.00
	V122899	Rehn & Associates	Admin fee January '26	75.00
	V122900	Angela Paparazzo	AP mileage/parking reimbursement for outreach event 2.12.26	23.12
	V122873	Association of WA Cities	2026 Membership Dues & Fees - Reprint lost check (warrant 587710 voided)	1,233.43
	V122901	Comcast	Fiber Services, February 2026	261.80
	V122902	Downtown Spokane Partnership	Annual Membership Renewal	575.00
	V122903	Michael Redlinger	MR mileage/parking reimbursement for outreach event 2.12.26	9.38
	V122904	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-04	835.00
	V122905	AWC Employee Benefit Trust	March '26 Benefit Insurance Premiums	12,290.62
	V122906	Pacific Office Automation	Copier Lease/Usage January 2026	228.39
	V122907	WA State Dept of Retirement	Employee DCP payroll contributions: February PP04 2026	1,200.00
	V122908	Benjamin Kloskey	BK mileage/parking reimbursement for outreach event 2.2.26	20.45
	V122909	Minuteman Press	PPP Activity Board & Bi-fold outreach handouts	290.22
	V122910	Spokane Bike Swap	Event registration	500.00
2/27/26	V122911	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for March 2026	6,838.98
	V122912	Washington Trust Bank	Software Subscrptns; Office supplies/equpt.; Virtual Mtg Subscrptn; Staff travel/regs	4,402.19

Vouchers: V12889 - V122912	48,523.46
Reimbursement(s)	
Salaries/Benefits Pay Periods Ending: 1/31/26 & 2/14/26	96,805.04
Spokane County Treasury Monthly SCIP fee - January 2026	27.35
	145,355.85

As of 3/12/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the February 2026 vouchers included in the list in the amount of: **\$836,213.93**



To: SRTC Board of Directors
From: Ryan Stewart, Principal Transportation Planner
Topic: US 2 Multimodal Improvement Project Economic Benefits – Approval

Requested Action:

Approve resolution R-26-10 accepting the US 2 Multimodal Improvement Project Economic Benefits report.

Key Points:

- The SRTC Board approved a budget of \$50,000 a year to undertake the economic analysis of several regionally significant projects.
- The economic analysis is meant to support and advance regional priority projects included on the Unified List.
- The first analysis completed is for the City of Airway Heights' US 2 Multimodal Improvement Project.
- The analysis finds that an investment of \$49.4 million in the project will result in more than \$355 million in benefits.
- Please see the **Attachment** for more details on the related job creation, increased property values, increased tax revenues, and other benefits.
- The next two projects to be analyzed are the Spokane County's Argonne Road corridor and the City of Spokane Valley's Barker Road corridor.

Board/Committee Discussions:

This is the first Board discussion of the US 2 Multimodal Improvement Project Economic Benefits report.

Public Involvement:

All Board meetings where the economic analysis is discussed are open to the public.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370

US Highway 2 Multimodal Improvement Project Transportation Economic Benefits

Report Overview

Transportation investments are traditionally driven by the need to improve safety, alleviate congestion, and enhance mobility and accessibility. Transportation investments, however, can also be measured by the economic benefits generated by reducing crashes, reducing travel delays, improving emergency response times, and attracting private investment and new economic activity. While not all transportation projects lead to significant economic development, they can still serve as important catalysts for economic development, especially when paired with other factors like policies, programs, market conditions, and non-transportation infrastructure. As the landscape of transportation funding evolves, there has been a growing interest in better understanding the full range of benefits of these investments on local economies.

This economic benefits analysis for the US Highway 2 Multimodal Improvement Project addresses the question, "What are the transportation benefits to the local economy over the next 20 years?" It is intended to support funding applications to present a more holistic view of the economic benefits. Key considerations include:

- This report is not intended to be a benefit-cost analysis. It does not compare the monetary value of benefits against the cost to deliver the project; however, the economic benefits align with the benefit categories used in the federal benefit-cost analyses required for many federal grant applications.
- The methodology is not dependent on proprietary software modeling programs or datasets so that it can be replicated on future projects.
- When data was not readily available to quantify all potential benefits, a qualitative review of benefits was included to supplement the quantifiable aspects of the report.

This memo outlines the elements of the project, the methodology used for the analysis, outputs of this analysis, and key findings. A detailed methodology is included in Appendix A: Appendix A: Economic Benefits Methodology.

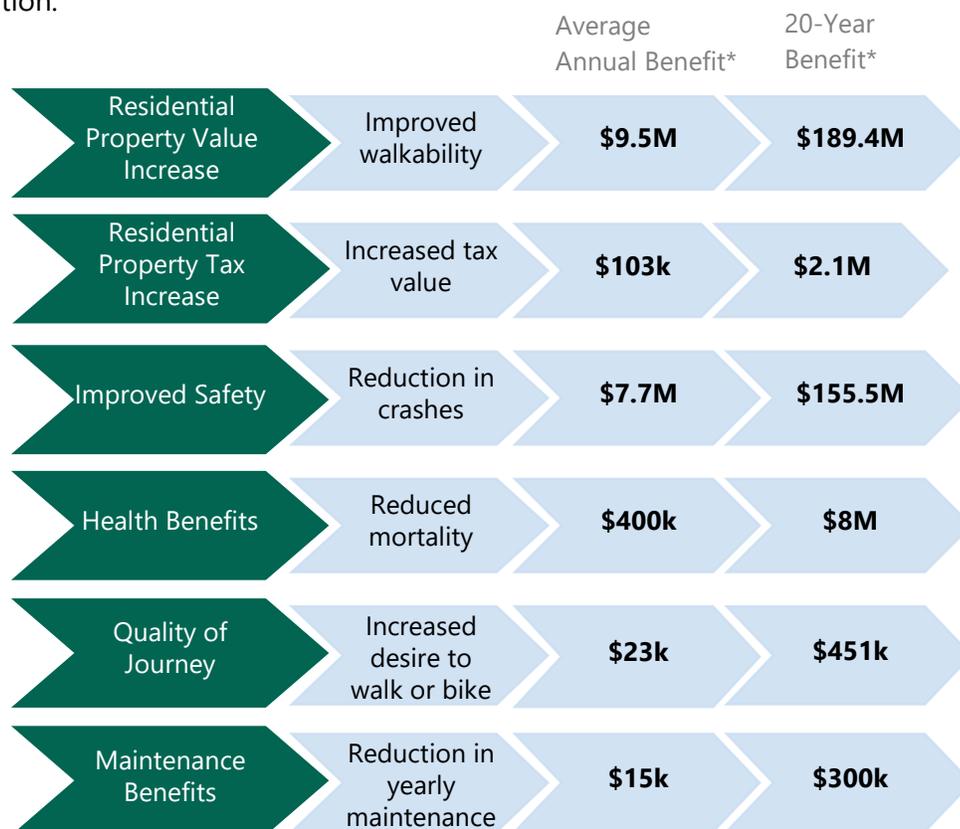
US Highway 2 Multimodal Improvement Project Transportation Economic Benefits

The Vision

This project will consider a complete redesign of the corridor with new sidewalks, ADA compliant ramps and multi-use paths, intersection treatments, pedestrian crossings, effective speed controls, and an enhanced street front environment facilitating pedestrian activity and, by extension, local business success.

**A \$49.4 Million Investment
More than \$355 Million in Benefits**

Construction will create approximately **524 construction-related jobs** over a 2 year period and **148 local jobs** over 20 years. Once complete, the project will provide significant transportation economic benefits to the community over a 20-year period. The key benefits outlined below will be amplified through private investment in redevelopment along the corridor, which in turn will spur additional local economic activity through increased property values, tax revenues, and job creation.



*2025 dollars

Additionally, when combined with the parallel West Plains Connection projects along the 6th, 10th, 12th Avenue corridors which includes approximately 1,900 acres, when looking 25 years into the future, the full build out of commercial and residential land is estimated to result in:

- 3,331 new permanent, full-time jobs with \$217.9 million in annual wages forecasted by year 2045
- The value of new development is forecasted to hit \$2.3 billion by year 2045
- Commercial business is forecasted to generate \$29 million in sales tax by year 2045
- New development is forecasted to generate \$25.5 million in property tax by year 2045
- Spending of \$11.3 million is forecasted annually to be generated from new job growth

Economic Importance

Both locally and globally recognized employers across retail, aerospace, logistics, manufacturing, and advanced material employers are located in the region and dependent on safe and efficient travel to move goods and people.

The West Plains region includes areas of Spokane and Spokane County, all of Airway Heights, Medical Lake, Cheney, Four Lakes, the Kalispel and Spokane Tribal sites, Fairchild Air Force Base, and Spokane International Airport. It supports a regional workforce of over 32,000.¹ Major representative employers include:

- Fairchild Air Force Base (the largest employer in Spokane County) (~7,404 jobs)²
- Spokane International Airport (~3,000+ jobs)³
- Amazon Fulfillment Center (~4,700 jobs)²
- Kalispel Tribal Economic Authority/Northern Quest Resort and Casino (~2,120 jobs and thousands of visitors daily)²
- Large manufacturers such as Caterpillar, BF Goodrich, Exotic Metals, and Triumph Composites
- Major commercial centers such as Crosspointe Plaza (Walmart), Fairways Plaza, and Hayford Crossing



Reduce fatal and serious crashes



Increase walking and biking and improve access to transit



Improve traffic flow

¹ West Plains Chamber of Commerce. <https://www.westplainschamber.org/about>

² Sulzle, T. (2024, December 20). *Spokane County's largest employers list*. Spokane Journal of Business. <https://www.spokanejournal.com/articles/16629-spokane-countys-largest-employers-list>

³ Spokane International Airport. (n.d.). *About Spokane International Airport*. Spokane Airports. Retrieved October 17, 2025, from <https://business.spokaneairports.net/about-spokane-international>

The development potential in the West Plains area is substantial due to its abundance of underdeveloped land, including land zoned as residential, mixed-use, commercial, and light industrial, as well as its proximity to major transportation corridors: Interstate 90, US-2, Spokane International Airport, and rail. A key intermodal node in the freight network locally is the Rail-Truck Transload Facility at Spokane Airport. The development potential is also demonstrated by:

- Over 2.5M square feet of new industrial space constructed between 2021 and 2023⁴
- Over 2,300 new manufacturing jobs since 2018⁵

US-2 is a heavily traveled roadway in the West Plains, known for its congestion. It is also a National Highway of Significance and a Tier 2 Freight and Goods Transportation System (FGTS) Corridor, Tier 2 Freight, a designation for a route in Washington state's freight network indicating roadways that carry between 4 and 10 million tons of annual gross truck tonnage. It serves the 12,120 residents living in Airway Heights,⁶ as well as those who travel within and commute to and from the area for work. As of 2022, over 92.5% of the Airway Heights workforce commutes into the city from surrounding areas.⁷

A portion of Lincoln County (population more than 10,000) relies on US-2 to access the West Plains and Spokane County in a 60-minute drive or less. Travelers from Lincoln County and cities such as Creston, Davenport, Harrington, Wilbur, and Odessa benefit from traveling the route compared to using I-90. It has Average Daily Traffic (ADT) count of 21,000 to 34,000, which includes an estimated 1,400 freight trips per day.⁸

With 5 lanes of traffic, high volumes, speeds ranging from 35 mph to 45 mph, and limited signalized crossings for pedestrians, it is also a major barrier through the core of Airway Heights, creating safety concerns for pedestrians, bicyclists, and transit riders trying to cross the facility to access transit and essential services. Between 2018 and 2022, there were three fatal and serious injury crashes, as well as several more recent fatal crashes that are not yet captured in the statewide database.⁹

Congestion and safety concerns negatively impact economic growth by increasing costs for individuals and businesses, reducing productivity, and hindering supply chains. For example:

- Annual costs increase through wasted fuel, increased vehicle maintenance, and lost time.
- Traffic delays can make people late for work and negatively impact emergency response times.
- They also increase the cost of transporting goods, affecting businesses and the prices consumers pay.
- Crashes result in travel delays and significant economic costs to society.

⁴ S3R3 Solutions. Economic Development on the West Plains Report.

⁵ S3R3 Solutions. S3R3 Solutions: Strategic Site Selection & Business Growth in Eastern Washington.

⁶ April 1, 2025, population estimates released by the Washington Office of Financial Management (OFM)

⁷ U.S. Census Bureau, "OnTheMap," <https://onthemap.ces.census.gov>, accessed on October 22, 2025.

⁸ West Plains Connection Final Report, February 2021

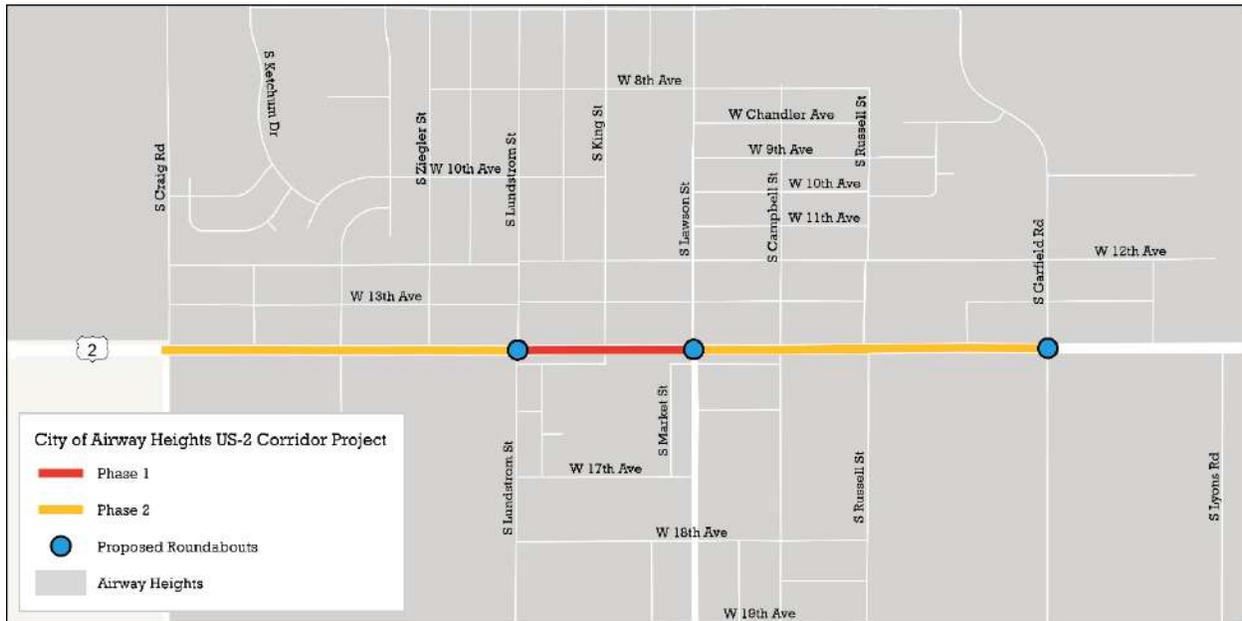
⁹ WSDOT. Crash Data Portal App. <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>. Accessed October 22, 2025.

Of major concern is how this congestion impacts the recall times of personnel to Fairchild Air Force Base. The inability of Fairchild to increase, and possibly even to maintain, the mission has significant implications far beyond the regional economy.

Project Highlights

The Airway Heights US Hwy 2 Multimodal Improvements project, with an estimated \$49.4 million cost,¹⁰ is led by the City of Airway Heights in partnership with the Washington State Department of Transportation (WSDOT). The project is currently split into two phases. Phase I of the project encompasses US-2 from Lundstrom Street to Lawson Street, and Phase II includes two non-contiguous sections of US-2, to the west of Phase I, from Craig Road to Lundstrom Street, and to the east of Phase I, from Lawson Street to Garfield Road, including improvements to the intersection of US-2 and Garfield Road. For purposes of this analysis, Phase I and Phase II are treated as a single project with a two-year construction phase. Multimodal improvements on the corridor include pedestrian and bicycle infrastructure, crossing improvements, and other interventions that improve safety, traffic flow, and provide greater comfort for all road users.

Figure 1 - Project Extents



¹⁰ SRTC Board of Directors. (2026). Unified list of regional transportation priorities and policy statements. In *State Version*. <https://srtc.org/our-work/core-plans-and-programs/unified-list/>. Accessed October 21, 2025.

Proposed Improvements

The benefits a specific transportation project will have on the economy depend, to an extent, on the issues that the project is designed to address, as well as the project’s size and complexity. A summary of the project’s mobility and safety improvements is provided in Table 1 and were used to quantify the economic benefits.

Table 1 - Project Elements

	Existing	Proposed
Travel Lanes	<ul style="list-style-type: none"> Twelve feet width 	<ul style="list-style-type: none"> Eleven feet width
Intersections	<ul style="list-style-type: none"> Signalized: <ul style="list-style-type: none"> US-2 / Lawson Street US-2/ Garfield Street Two-way Stop Controlled: <ul style="list-style-type: none"> US-2 / Craig Road US-2 / Lundstrom Street 	<ul style="list-style-type: none"> Roundabouts: <ul style="list-style-type: none"> US-2 / Lundstrom Street US-2 / Lawson Street US-2 / Garfield Road
Access Management	<ul style="list-style-type: none"> Right In/Right out at US-2 / Craig Road Free access along the remainder of the corridor 	<ul style="list-style-type: none"> Extensive access control Planted medians
Safety	<ul style="list-style-type: none"> Data from 2020 to 2024, 172 crashes total:11 <ul style="list-style-type: none"> Sixty-four total injury crashes Five serious injury crashes One fatal crash Two more fatalities occurred in 2025 	<ul style="list-style-type: none"> Reducing vehicle travel speeds <ul style="list-style-type: none"> Roundabouts Narrower lanes Reduce speed to 25 MPH Crossing improvements <ul style="list-style-type: none"> PHBs east of King Street and at Ziegler Street RRFBs at Russell Street and West Drive Refuge Islands
Bike Facilities	<ul style="list-style-type: none"> No facilities 	<ul style="list-style-type: none"> Shared-use paths
Pedestrian Facilities	<ul style="list-style-type: none"> Sidewalks 	<ul style="list-style-type: none"> ADA-compliant sidewalks, including ramps with sufficient width
Transit	<ul style="list-style-type: none"> Route 61 with eight stops (4 pullouts) 	<ul style="list-style-type: none"> Convert four stops to in-lane stops

¹¹ SRTC, Regional Safety Action Plan, 2024

Economic Benefits

Transportation benefits measure the economic value of outcomes that are reasonably expected to result from a project. Benefits typically accrue to the users of the transportation system because of changes to the characteristics of the trips they make. The key economic benefits are summarized below. The methodology for calculating benefits can be found in Appendix A: Economic Benefits Methodology.

Direct Benefits – One Time Impact Over Two Year Construction Period	
Construction. Construction projects create jobs through direct employment, and by supporting local economies through supply chains and household spending.	524 jobs

Indirect Long-Term Benefits – Over 20 Years	Average Annual Benefit	Total Benefits Over 20 years
Jobs. Employers near complete streets increase their workforce by 1.34% a year.	N/A	148 jobs
Residential Property Value Increases. Creating a walkable, safe, and attractive environment for residents makes nearby residential neighborhoods more desirable.	\$9,469,000	\$189,374,000
Residential Property Tax Increases. Based on the projected increase to residential property values, property tax revenue will also increase.	\$103,000	\$2,067,000
Safety. Reducing crashes translates directly into cost savings by avoiding costs for: medical expenses, emergency services, property damage, lost productivity, legal and court services, insurance premiums and administration, congestion, mental health services, and workplace losses.	\$7,744,000	\$155,473,000
Active Transportation Health Benefits. Access to active transportation results in healthier lifestyles leading to lower mortality rates and reduced absenteeism for employers.	\$401,000	\$8,011,000
Active Transportation Journey Benefits. Improved active transportation leads to more people walking and biking.	\$23,000	\$451,000
Travel Time Benefit. Decreasing delay saves time for commuters and freight delivery. While this project improves traffic flow, a quantifiable travel time savings value has not been reported in previously completed plans, limiting the ability to assign a monetary value.	N/A	N/A
Roadway Operations and Maintenance Benefits. Roundabouts save money on annual operations and maintenance costs when compared to signalized intersections.	\$15,000	\$300,000
TOTAL	\$17,785,000	\$355,676,000

Additional Benefits

Indirect Long-Term Benefits – Over 20 Years	Average Annual Benefit	Total Benefits Over 20 years
Emission Reductions: A shift to more active transportation modes results in fewer Vehicle Miles Traveled.	\$704	\$14,000
Commercial/Retail Growth. Improved roadways support private investment, increased sales revenue, and increase the value of commercial properties due to enhanced accessibility and visibility. The actual values are influenced by business type, location, market speculation, interest rates, and local economic health.	Varies	Varies

West Plains Connection Project Economic Benefits

An Economic Impact Assessment was completed for the parallel West Plains Connection project along 6th, 10th, 12th Avenue corridors to assess the potential land use development impact on job creation, housing units, wages and added building value using a 25 year forecast. Approximately 1,900 acres of commercial and residential development were included in the land use analysis generally defined as properties located along U.S. Route 2 between Craig Road and Campus Drive, Spokane Tribe properties (west of Craig Road), and those adjacent to the east side of Campus Drive. Based on a full build out of these parcels, the following benefits were identified.

- 3,331 new permanent, full-time jobs with \$217.9 million in annual wages forecasted by year 2045
- The value of new development is forecasted to hit \$2.3 billion by year 2045
- Commercial business is forecasted to generate \$29 million in sales tax by year 2045
- New development is forecasted to generate \$25.5 million in property tax by year 2045
- Spending of \$11.3 million is forecasted annually to be generated from new job growth

Appendix A: Economic Benefits Methodology

1.1 Existing Plan and Data Review

The following data sources were used to calculate economic benefits.

- Airway Heights Comprehensive Plan 2023
- Airway Heights Downtown Strategic Plan
- US-2 Corridor plan
- West Plains Subarea TMP (WSDOT)
- West Plains Transportation Network Plan
- Airway Heights Industrial Subarea Plan
- Replica - Pedestrian trip data, Weekday Fall 2024
- WSDOT counter US-2 - Bicycle trip data
- Spokane Transit Authority Annual Performance Report 2022-2024
- WSDOT – Crash Data
- SCOUT – Property Values
- US Census Bureau – Demographics, economic indicators
- Project BUILD grant- Construction cost

1.2 Caltrans Benefit Cost Analysis Tool for Active Transportation Projects

The Caltrans Benefit Cost Analysis Tool for Active Transportation Projects is equipped with a set of predefined parameters that streamline the calculation of economic benefits, including standardized values and formulas for Safety Benefits, Journey Quality, Health Benefits, and Environmental Benefits based on established research and agency guidelines. It aligns with federal Benefit Cost Analyses parameters required for many federal grants. These built-in parameters allow users to efficiently estimate project impacts without devising new methodologies. The tool, being specifically designed for active transportation projects, improves its validity in generating benefits based on the nature of this project. The Active Transportation B/C A and other Caltrans tools can be accessed on the Caltrans website.¹²

Adaptation

The tool calculates safety benefits based on Caltrans's recommended monetary value for crash types. These recommended monetary values were replaced with USDOT values provided in the Benefit-Cost Analysis Guidance for 2025.¹³ USDOT values were selected over WSDOT values for consistency with federal guidance.

¹² California, S. O. (n.d.). *Transportation Economics* | Caltrans. <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning/transportation-economics>

¹³ USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs (2025) <https://www.transportation.gov/sites/dot.gov/files/2024-11/Benefit%20Cost%20Analysis%20Guidance%202025%20Update%20%28Final%29.pdf>

The safety benefits calculation was adapted to also monetarily quantify the benefits of reducing crashes relating to vehicle crashes. The existing tool only analyzes active transportation safety benefits. The analysis is completed in the same way; however, different CRFs were selected to address car versus car crashes. The specific CRFs added to the tool can be found in Table 2 - Benefit Unit Table.

Users must input specific project details and critical assumptions into the tool, such as the scope of the active transportation infrastructure, anticipated changes in travel behavior, historical and projected crash data, and estimates of active transportation users. Assumptions relating to crash growth rate and projections for pedestrian and bicycle mode shift related to the project are all integral to the process. The model used 2021 dollars, which were adjusted for inflation to reflect 2025 values. These assumptions are listed in section 1.5.

1.3 Methodology for Assessing Economic Impact on Property Values

Sample Selection and Median Value Calculation

To accurately estimate the baseline property values, a representative sample of fifty single-family homes was selected from within an 800-meter buffer of the project corridor. This spatial boundary was chosen based on prior research indicating the extent of measurable property value influence from active transportation projects.¹⁴ The tax-assessed values for these homes were collected for the years 2022 and 2026,¹⁵ The median home value for the sample, determined from the 2026 data, was \$278,000.¹⁵ The median value serves as the reference point for subsequent appreciation and benefit calculations.

Appreciation Rate Determination

The appreciation rate for the sampled homes was calculated by comparing their median assessed value in 2022 to that in 2026. The 2026 valuation was deflated to match the value of the U.S. dollar in 2022 to capture the true appreciation of the properties. A 0.88% deflation rate was used.¹⁹ The formula used was:

$$\text{Appreciation Rate} = [(\text{Median Value 2026 deflated to 2022} - \text{Median Value 2022})^{(1 / 4)}] - 1$$

This calculation resulted in a baseline appreciation rate of 7.39% over the four years. To capture the incremental impact of the proposed project, an additional 1.12% appreciation was applied to properties within the 800-meter zone, as supported by findings from Yu et al. (2017).¹⁴ The combined effect yields a total projected appreciation rate of 8.51% per year for affected properties.

¹⁴ Yu, C., Xu, M., Towne, S. D., & Iman, S. (2017). Assessing the economic benefits and resilience of complete streets in Orlando, FL: A natural experimental design approach. *Journal of Transport & Health*, 8, 169–178. <https://doi.org/10.1016/j.jth.2017.11.005>

¹⁵ SCOUT. (n.d.). <https://cp.spokanecounty.org/SCOUT/Map/?PID=55063.0102>

One-Time Value Increase for Properties Near the Shared-Use Path

Properties located within 1312' of the new shared-use path were identified as eligible for an immediate, one-time increase in assessed value. Each qualifying property received a \$510 boost.¹⁶ This value adjustment was before the appreciation rate, and only to the homes within the 400-meter boundary (301 properties) and is intended to capture the premium associated with direct access to new active transportation infrastructure.

20-Year Economic Benefit Calculation and Yearly Average Computation

For the 20-year economic benefit analysis, it was assumed that all single-family homes within the 800-meter boundary (totaling 625 units) would appreciate at the determined rate. Projected property values were modeled over the 20-year horizon under two scenarios: with and without the project. The "Build" scenario incorporated the enhanced appreciation rate (8.51%) and the one-time \$510 increase for eligible properties (this was only added to 301 of the 625 units), while the "no-build" scenario used the baseline appreciation rate (7.39%) and excluded the one-time increase. The difference in aggregated property values between the two scenarios represents the total economic benefit attributable to the project. This total benefit was then divided by 20 to derive the average annual benefit, providing a standardized metric suitable for cost-benefit analysis and year-over-year impact assessment.

This calculation yielded an increase of \$189,374,000 over the 20 years of steady appreciation, coming to an average of \$9,469,000 of value added to the assessed property value of the 625 single-family homes near the project every year.

Property Tax Revenue Increase Calculation

Based on the total increase in property value after 20 years of appreciation, we can calculate the net new property tax revenue that would be captured. This benefit was calculated by determining the existing property tax rate (1.09%),¹⁵ which is assumed to remain constant, and multiplied by the total appreciation benefit, (\$189,374,000) to find a new yearly tax revenue generated of \$2,067,000.

1.4 Employment Benefit Calculation

Employment generated from the project was calculated in two parts:

Construction Jobs: Based on research from Garrett-Peltier and Political Economy Research Institute (2011)¹⁷. An average of 9.6 to 11.4 jobs are created for the construction of an infrastructure project for every \$1 million of the project's cost. Based on the 49.4 million, current

¹⁶ Mogush, P., Krizek, K. J., & Levinson, D. (n.d.). The value of bicycle trail access on home purchases. In City of Minneapolis, University of Colorado Boulder, & University of Minnesota, *The Value of Bicycle Trail Access on Home Purchases* (pp. 2–5).

¹⁷ Garrett-Peltier, H. & Political Economy Research Institute. (2011). Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts. *Political Economy Research Institute*.

cost estimate of the project, it is predicted that roughly 524 construction jobs will be created in the region for the duration of the project.

Complete Streets Employment Generation: Based on research from Nelson et al. (2024), employers within 100m of a complete street increase their workforce by 1.34% a year. Using the US Census Bureau data, we determined that 554 people work within the boundary of the project. Based on the 1.34% yearly increase, roughly 148 new jobs should be added over the 20 years after construction.

1.5 Roadway Operations & Maintenance Benefits

Using data readily available from WSDOT, we could determine that the replacement of the traffic signal at US-2 /Lawson Street & US-2/ Garfield Street with a roundabout would save WSDOT between \$5,000 - \$10,000 a year per roundabout. This benefit was assumed to fall within the median range at \$7,500 per intersection, totaling \$15,000 a year. This would equate to \$300,000 in saved maintenance costs over 20 years.

1.6 Assumptions

The nature of a 20-year planning horizon requires assumptions to be made for the simplification of quantifying data points. The assumptions made for this study are listed below:

- A 19% yearly bike trip growth rate in the corridor was assumed for the Caltrans tool inputs. This growth rate is calculated using NCHRP 552's report for estimating total new cyclists.¹⁸
- A 6% yearly ped trip growth rate in the corridor was assumed for the Caltrans tool inputs. This growth rate was also calculated from the NCHRP 552's report for estimating the total new shared-use path pedestrians.¹⁸
- Construction of the project was forecast to take 2 years.
- The annual growth rate in accidents (%/year) was assumed to grow by 19% each year over the 20-year buildout for car vs. car crashes. This was calculated from the 5-year dataset's percent change each year, and more recent trends in crashes seem to support this, although they are not yet included in the statewide database.
- The annual growth rate in accidents (%/year) for pedestrian and bicycle crashes was assumed at 1% due to the low number of yearly crashes; an accurate number could not be captured from crash data.
- A 1.21% inflation rate was assumed to convert 2021 dollars into 2025 dollars, for the use of the Caltrans tool. This inflation rate was calculated by the Bureau of Labor Statistics inflation calculator.¹⁹

¹⁸ Krizek, K. J., Barnes, G., et al. (2006). Guidelines for analysis of Investments in bicycle Facilities. In *NCHRP REPORT 552*. NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM. <https://www.TRB.org>

¹⁹ Bureau of Labor Statistics. https://www.bls.gov/data/inflation_calculator.htm

Benefit Unit Table Summary

Table 2 presents each metric used to assess the economic benefits of this transportation project.

Table 2 - Benefit Unit Table

Benefit	Benefit/Cost Type	Unit Cost*	Unit Cost Description	Metric	Estimate Year
Safety ²⁰	Avoided Fatality	\$14,806,000	Per avoided crash	Reduction in crash type	2023
	Avoided Serious Injury	\$329,500			
	Avoided PDO	\$9,500			
Crash Reduction Factors	Pedestrian countdown signal	25%	Monetary benefit in crash rate reduction of countermeasure	Reduction in crash type	2023
	Pedestrian crossing	25%			
	Advance stop bar at crosswalk	15%			
	Pedestrian overpass/underpass	75%			
	Raised medians & refuge islands	45%			
	Pedestrian crossings (signs & markings)	25%			
	Pedestrian crossing (enhanced safety measures/curb extensions)	35%			
	Pedestrian signal	55%			
	Sidewalk/pathway	80%			
	Pedestrian crossing (enhanced safety measures)	30%			
	Pedestrian Crossing	35%			
	Dual Lane Roundabouts	44%			
	Lighting	20%			
PHB/HAWK	12%				

²⁰ USDOT recommends these monetized values for crash types in the 2025 update to the BCA guidance. These values were selected over the monetized values provided by WSDOT to remain consistent with federal recommendations.

Benefit	Benefit/Cost Type	Unit Cost*	Unit Cost Description	Metric	Estimate Year
	Lane Width Narrowed	5%			
	Lower speed limit - 35 MPH to 25 MPH	4%			
	Median	71%			
	Right In/Right Out	28%			
	Ped Islands	26%			
Active Transportation Journey Quality	Street Lighting	\$0.11	Value per user-mile	\$ per mile	2022
	Curb Level	\$0.08			
	Crowding	\$0.06			
	Pavement Evenness	\$0.03			
	Information Panels	\$0.03			
	Benches	\$0.02			
	Directional Signage	\$0.02			
Active Transportation Health Benefits	Reduced Mortality Walking	9%	Reduction in expected deaths in 20-64 age group	Per 365 annual cycling miles	2022
	Reduced Mortality Biking	4.50%			
	Reduced Absenteeism	\$263.52	Each reduced day of absenteeism	0.21 day/induced trip	
Property Value	Presence of Shared Use path	\$510	Every 1,312 feet closer to path	Increase in property value	2017
	Complete streets	1.12%	Appreciate 6.25%		
Employment	Construction - Jobs	10.5 jobs	Per \$1 million of construction cost	Job increase	2021
	Business - Jobs	1.34%	Within 328' of complete street, 8.27% job increase over 6 years		2024

Benefit	Benefit/Cost Type	Unit Cost*	Unit Cost Description	Metric	Estimate Year
Environmental	Emission Reduction	\$ 0.02	Reduction in vehicle emissions	Yearly VMT reduced	2022
Roadway Operations and Maintenance	Roadway Maintenance	\$1,500	Average yearly maintenance	Per lane per mile	2024
	Roundabout (versus signal)	\$7,500	Traffic signal maintenance cost \$5K to 10k/year	Reduced cost	



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-10**

ACCEPTING THE US 2 MULTIMODAL IMPROVEMENT PROJECT ECONOMIC BENEFITS REPORT

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the SRTC Board designated funding to undertake the economic analysis of several regionally significant projects; and

WHEREAS, the US 2 Multimodal Improvement Project Economic Benefits report was completed in coordination with the City of Airway Heights in support of proposed improvements along the corridor.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby accept the US 2 Multimodal Improvement Project Economic Benefits report as documented in Attachment 1.

ADOPTED: 03/12/2026

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Mayor Cris Kaminskas
City of Liberty Lake
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: Electronic Funds Transfer (EFT) Policy – Draft

Requested Action:

None. For information and discussion.

Key Points:

- Electronic Funds Transfers (EFTs) are an efficient way to process financial transactions of an entity; however, policies must be put in place to reduce the risks associated with EFT's.
- This policy establishes secure procedures and internal controls for all Electronic Funds Transfers (EFTs) in compliance with Washington State Auditor requirements and RCW 39.58.750.
- Among other things, it requires the segregation of duties so no single individual can initiate, approve, and reconcile the same transaction.
- It establishes a review process similar to existing practices, requiring a review of all transfers after initiation by designated staff, with retroactive Board oversight.
- The policy limits EFT use and requires independent verification of any new or changed banking information to prevent fraud.
- It also ensures EFT systems utilize two-step authentication with restricted user access and requires complete documentation and timely bank reconciliations to maintain a clear audit trail.

Board/Committee Discussions:

This is the first Board discussion of the Electronic Funds Transfer (ETF) Policy.

Public Involvement:

All SRTC Board and committee meetings are open to the public.

Staff Contact: Greg Griffin, SRTC | ggriffin@srtc.org | 509.343.6370



**Spokane Regional
Transportation Council**

Electronic Funds Transfer Policy (Draft)

The Spokane Regional Transportation Council (SRTC) recognizes various electronic payment methods as safe and efficient ways to process certain disbursements. SRTC is committed to establishing controls and procedures for making electronic funds transfers (EFTs). Accordingly, SRTC has developed this policy to ensure that proper protocols are followed and that applicable oversight is in place for the use of EFTs.

The primary goal of this policy is to ensure that EFTs are initiated, executed, and approved securely. This policy establishes general guidelines for the use of EFTs for payables and receivables. The procedures outline which electronic funds transactions SRTC may engage in and the accounting procedures to be followed in accordance with Washington State Auditor's Office requirements and RCW 39.58.750. The SRTC Executive Director shall implement and administer the following procedures and processes related to the use of EFTs.

1. The procedure to initiate, approve, and record an EFT payment is subject to the same financial policies, procedures, and controls that govern disbursements made by any other means. This includes:
 - In the event of system disruption or staff absence, designated backup personnel shall be authorized to process EFT transactions to ensure continuity of operations in accordance with established controls. The Administrative Services Manager is the primary responsible party; if unavailable, the Administrative-Executive Coordinator, Deputy Executive Director, and Executive Director are authorized to initiate or approve EFT transactions, in accordance with the separation of duties.
 - The Executive Director or designee shall review and approve all transfers after they have been initiated.
 - Review and approval of the transfers by the Council Board retroactively.
 - Reconciliations of bank activity to the General Ledger performed in a timely manner with all exceptions resolved.
 - No single individual shall have the authority to initiate, approve, and reconcile the same EFT transaction. Segregation of duties shall be maintained to the greatest extent possible.
2. A list of payees that may be paid via electronic transfers and payors that may pay SRTC via EFTs will be maintained by the Administrative Services Manager and approved by the SRTC Executive Director.

This list shall be reviewed at least annually to ensure accuracy and continued necessity.

3. EFT transactions will not be made without proper authorization of affected parties in accordance with federal and state statutes and accepted business practices. Any new or changed banking information for employees or vendors must be independently verified using a reliable method (e.g., direct contact using known contact information). Documentation of verification shall be retained.
4. All EFT payments shall be initiated on secure computer-based systems that use two-step security authentication.

Systems used for EFT processing shall comply with applicable IT security policies, including secure storage of sensitive banking information and restricted user access.

5. The Administrative Services Manager in conjunction with the Spokane County Treasurer’s Office shall serve as the primary administrator to manage and control access to the systems used to process EFT transactions. The administrator shall ensure that adequate separation of duties exists in accordance with accepted internal control standards. In addition, the administrator shall ensure approval and maintenance of user system IDs, user permissions, including authorized representatives and their associated transfer limits. The SRTC Deputy Executive Director shall serve as backup administrator.

User access, permissions, and transaction limits shall be reviewed at least annually and updated as necessary.

6. Because EFTs between SRTC bank accounts have reduced risk, the Administrative Services Manager may use EFTs on a routine basis to concentrate funds for payment purposes. Although the risks are minimal for transfers between SRTC accounts, reasonable controls exist with regard to authorization, reconciliation, and review of these transactions.
7. EFT payments shall be limited to employee expense reimbursement, payroll and payroll benefits, vendor claims, and receipt of incoming grant reimbursements.
8. Employees must submit a hard copy of the completed Direct Deposit Authorization Form to the Administrative Services Manager. No electronic signatures will be accepted. Any change to banking information will require a new form. If an employee submits a change request without sufficient time for authorization and entry prior to payroll, payment will be made by printed check until such time as the information can be verified and entered into the payroll system.
9. Vendors requesting electronic payment must submit a completed Vendor Direct Deposit Form or equivalent for authorization by the Executive Director.
10. All EFT transactions shall be supported by sufficient documentation to provide a clear audit trail, including authorization, approval, and transaction confirmation. Records shall be retained in accordance with Washington State records retention requirements.
11. Procedures shall be in place to identify, report, and resolve errors, discrepancies, or unauthorized EFT transactions in a timely manner.



To: SRTC Board of Directors
From: David Fletcher, Principal Transportation Planner
Topic: CY 2027 Unified List Process & Criteria – Draft

Requested Action:

None. For information and discussion.

Key Points:

- The SRTC Unified List serves as a strategic tool for communicating current regional transportation priorities to state and federal legislators for potential funding opportunities. The list is updated annually.
- The SRTC Board of Directors approved the CY 2026 Unified List at its 10/09/2025 ([State Version](#)) and 11/13/2025 ([Federal Version](#)) meetings.
- In preparation of these annual lists, SRTC applies the [Unified List Project Evaluation Criteria](#) to assess candidate projects for potential inclusion. The criteria are designed to identify projects that align with [SRTC's Guiding Principles and Policies](#).
- As part of the CY 2027 Unified List development process, SRTC will review and update the Project Evaluation Criteria to incorporate recent planning work completed through the Horizon 2050 metropolitan transportation plan update.
- A draft of the proposed revisions is included as an **Attachment**.

Board/Committee Discussions:

The draft CY 2027 Unified List Process and Criteria was presented to the TAC and TTC at their 02/25/2026 meetings.

Public Involvement:

All SRTC Board and committee meetings are open to the public.

Staff Contact: David Fletcher, SRTC | dfletcher@srtc.org | 509.343.6370



2027 Unified List Project Evaluation Criteria

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.

210 250
Total Points Possible

30
Points

Economic Vitality

Targets transportation investments aimed at the development of a multi-modal system that enhances accessibility and connections among regional activity centers.

Question 1 (5-10 points)

- ▶ Does the project provide access within or between two or more regional/local activity centers?
- ▶ Does the project improve access to/from or within an activity center?
 - » Metropolitan Center or Regional Industrial, Retail, Employment or Multi-sector Center (10 points)
 - » Neighborhood or Rural Center, or Special Use Area (5 points)

Question 2 (5 points)

- ▶ If yes to Q1, does the project either: (A) contain active transportation or transit-supportive elements and improve access in a transit focused, mixed focus, or local activity center; or (B) contain freight-supportive elements and improve access in a freight or mixed focus activity center?
- ▶ Does the project contain active transportation or transit-supportive elements and improve access to/from or within one of the activity center types listed below?
 - » Metropolitan Center
 - » Regional Retail, Employment, or Multi-sector Center
 - » Neighborhood or Rural Center
 - » Special Use Area

Question 2 (5 points)

- ▶ Does the project contain freight-supportive elements and improve access to/from or within one of the activity center types listed below?
 - » Metropolitan Center
 - » Regional Industrial, Retail, or Multi-sector Center

Question 4 (10-5 points)

- ▶ What is the forecasted 2045 employment density of transportation analysis zones (TAZ) within a 0.25 mile buffer of the project?

Question 5 (10-5 points)

- ▶ Is the project located on the FGTS? *Points scaled based on FGTS classification.

30

Points

Cooperation and Leadership

Relates to SRTC's role as a regional forum to identify regional transportation needs, establish priorities, and develop strategies to acquire funding in accordance with federal and state planning requirements.

Question 1 (15 points)

- ▶ Is the project identified in the local TIP (or Transit Development Plan) and/or Comprehensive Plan?

Question 2 (15 points)

- ▶ Is the project identified in other agency plans; has it gone through a documented public outreach process?

30

Points

Stewardship

Emphasizes transportation investments that maximize positive impacts on the human environment while minimizing negative impacts to the natural environment.

Question 1 (10 points)

- ▶ Does the project incorporate electrification or other clean fuel strategies?

Question 2 (10 points)

- ▶ Does the project increase resilience by adding or preserving redundancy in areas of limited connectivity¹ or to facilities identified as most critical² in the SRTC System Resiliency Assessment?

¹Areas of limited connectivity are defined as those lacking the necessary infrastructure to support federal functional classification (FFC) spacing guidelines and/or transit in areas currently lacking service. More information on FFC spacing guidelines is available in WSDOT's [Guidelines for Amending Functional Classification in Washington State](#) manual.

²The [SRTC System Resiliency Assessment](#) lists the following infrastructure as the region's most critical facilities: I-90 Latah Creek Bridge, viaduct structures downtown, US 2 West overcrossing at US 2 and I-90, US 195 overcrossing at I-90, and the Hwy 290 Spur bridge.

Question 3 (10 points)

- ▶ Does the project reduce air quality emissions or VHT/VMT? *Relates to the State Vehicle Miles of Travel Targets Proviso.

30**50**
Points

Operations, Maintenance, and Preservation

Involves strategically investing limited resources to maximize the operations and physical condition of the transportation network.

Question 1 (10 points)

- ▶ Does the project incorporate TDM/TSMO solutions or improve capacity without adding travel lanes or roadways?

*Criteria relates to federal transportation performance management (TPM) requirements.

Question 2 (10 points)

- ▶ Does the project improve mobility on a corridor with a Level of Travel Time Reliability (LOTTR) greater than 1.5?

*Criteria relates to federal TPM requirements.

Question 3 (10 points)

- ▶ Does the project incorporate any strategies from the CMP Toolkit of Strategies on a Tier 1 or Tier 2 Corridor on the CMP Network?

- » Incorporates strategies specifically identified for the Tier 1 CMP Corridor in the CMP Strategies Matrix (10 points)
- » Incorporates other TDM or operational strategies identified in the CMP Toolkit on a Tier 1 CMP Corridor (8 points)
- » Incorporates other TDM or operational strategies identified in the CMP Toolkit on a Tier 2 CMP Corridor (6 points)
- » Incorporates other capacity strategies identified in the CMP Toolkit on a Tier 1 CMP Corridor (4 points)
- » Incorporates other capacity strategies identified in the CMP Toolkit on a Tier 2 CMP Corridor (2 points)

Question 4 (10 points)

- ▶ Does the project improve NHS pavement/bridge condition or contributes to STA's adopted public transit asset management targets? *Criteria relates to federal TPM requirements.

Question 5 (10 points)

- ▶ Does the project address a need identified in the SRTMC ITS Architecture Plan, SRTMC Implementation Plan, or local technology plan?

30

50
Points

Safety and Security

Focuses on designing a safe and secure system for all transportation modes through best-practice design, operational improvements, education and outreach, and technological strategies.

Question 1 (15 points)

- ▶ Is the project identified in a state, regional, or local safety plan, or an approved prioritized list of safety projects?

Question 2 (15 points)

- ▶ What countermeasures does the project incorporate to address crashes that result in serious or fatal injury? If the project is a transit project, how does it contribute to STA safety targets?

Question 3 (10 points)

- ▶ Does the project address safety issues on the High Injury Network?

Question 4 (10 points)

- ▶ If the project addresses safety issues, what is the severity-weighted crash rate³ of the project area?

³Based on the Equivalent Property-Damage-Only (EPDO) using the latest 5-year period of crash data.

30

Points

Quality of Life

Aims to improve choice and mobility by providing safe and convenient transportation options for people of all abilities.

Question 1 (10 points)

- ▶ Is the project on the Regional Bicycle Priority Network and does it have a active transportation element(s); or does the project add a new pedestrian connection or feature beyond what is required for ADA compliance?

Question 2 (10 points)

- ▶ Is the project on the Regional Transit Priority Network and does it have a transit-supportive element(s)?⁴

⁴Examples include new/enhanced transit, bus stops, active transportation facilities, pavement work, signal improvements, and TSMO improvements.

Question 3 (10 points)

- ▶ Does the project extend or fill gap in one of the regional trails, or provide new active transportation connectivity to one of the regional trails?⁵

⁵Regional trails: Centennial, Children of the Sun, Ben Burr, Fish Lake, Millwood, ~~Sunset~~, and Appleway.

30

Points

Equity *Equity is a statewide priority and is used as a criteria only in SRTC's RTPD project evaluation and prioritization.

Addresses protecting disadvantaged communities from disproportionately high adverse impacts, while equitably distributing the benefits of transportation investments.

Question 1 (10 points)

- ▶ Does the project directly benefit residents in an area of potential disadvantage ~~or an area rated 7 or higher for overall environmental health disparities?~~

Question 2 (5 points)

- ▶ If yes to question one, has the project gone through a documented public outreach process, or has targeted engagement been conducted, with communities of potential disadvantage?

Question 3 (10 points)

- ▶ Does the project incorporate appropriate countermeasures to address safety issues, or contribute to STA safety targets, in an area of potential disadvantage ~~or an area rated 7 or higher for overall environmental health disparities?~~

Question 4 (5 points)

- ▶ Does the project provide access, or increase transit frequency, between ~~an area of potential disadvantage or an area rated 7 or higher for overall environmental health disparities~~ and local/regional activity centers?



To: SRTC Board of Directors
From: Angela Papparazzo, Associate Transportation Planner I
Topic: Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) Update

Requested Action:

None. For information and discussion.

Key Points:

- The Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) update has begun, and public outreach is underway.
- This plan is developed as part of a four-year cycle and is a required plan both at the state and federal levels.
- Several of the major goals of this planning document are outlined below:
 - Avoid duplication of services
 - Maximize the amount of public awareness of the various regional programs
 - Coordination with local agencies and service providers to ensure cost-effective solutions are being implemented
 - Report on data, including locations of residents with special transportation needs
 - Identify gaps in service and strategies to address those gaps
- The CPT-HSTP is developed in collaboration with Spokane Transit Authority.
- Staff are providing a brief update to the SRTC Board as outreach activities continue. Expected plan adoption is Fall 2026.

Board/Committee Discussions:

This item builds on previous discussions with the Board on this topic.

Public Involvement:

All SRTC Committee and Board meetings are open to the public.

Staff Contact: Angela Papparazzo, SRTC | apaparazzo@srtc.org | 509.343.6376



To: SRTC Board of Directors
From: Lois Bollenback, Executive Director
Topic: Legislative Activity (Federal)

Requested Action:

None. For information and discussion.

Key Points:

- The current transportation act was signed into law on November 15, 2021 as part of the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58).
- This act added several new programs and established funding to support transportation projects over the period of Federal Fiscal Years (FFY) 2022 through 2026.
- Activity has been underway to draft a reauthorization bill to be enacted when the IIJA expires on September 30, 2026.
- This discussion will include an overview of potential changes and topics important to the Spokane Region as well as general timelines of legislative activity.

Board/Committee Discussions:

This is the first discussion of federal transportation reauthorization. Previous information such as written input submitted by SRTC and policies and projects associated with development of the Unified List has been shared with the SRTC Board.

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: SRTC Board of Directors
From: Savannah Creasey, Communications & Public Relations Coordinator
Topic: Public Participation Plan (PPP) Workshop Results

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is currently updating the [Public Participation Plan](#) (PPP), a federally required document that outlines a formal strategy for how SRTC will engage and involve the public throughout its planning process and activities ([23 CFR 450.316](#)). The last PPP update was in 2021.
- At the February Committee meetings, SRTC staff led interactive workshops to gather the TAC and TTC's feedback on public outreach. Staff also led a separate discussion with communications professionals from local public organizations to learn from their expertise and experience.
- SRTC staff will summarize the findings from these meetings, with topics including community and partner events, outreach strategies, communication challenges and successes, coordination, and more.
- Additionally, staff will lead a short interactive discussion following the overview to ask the Board questions about their communication priorities and desired staff outreach focus.
- The first draft of the updated PPP will be presented at the May Board meeting.

Board/Committee Discussions:

This is the second Board presentation on the 2026 PPP Update, following an introduction to the PPP in February. The SRTC Board and committee discussions will inform part of the plan update.

Public Involvement:

All SRTC Board and committee meetings are open to the public. A survey is currently available to the public: <https://www.surveymonkey.com/r/PPP2026>. In March, SRTC will attend El Mercado and present to the Equity Working Group.

Staff Contact: Savannah Creasey, SRTC | screasey@srtc.org | 509.343.6370



To: SRTC Board of Directors
From: Lois Bollenback, Executive Director
Topic: Executive Director’s Monthly Report

Requested Action:

None. For information only.

Key Points:

Ongoing/Upcoming Public Events & Activities

- SRTC staff attended the SMS Speed Dating event (2/12/2026), the Lunar New Year Event at the Spokane Convention Center (2/14/2026), the Tribal Transportation Planning Organization meeting (2/18/2026), and the Downtown Spokane Partnership (DSP) Annual Best in BID event (2/25/2026). Staff also participated in a panel discussion at Whitworth University and gave a presentation to the City of Spokane Community Assembly (3/5/2026).
- Outreach continued for development of the Human Services Transportation Plan (HSTP) including a meeting with the New Hope Resource Center Plaza.

Transportation Funding – Awards & Opportunities

- SRTC provided letters of support for three BUILD grant submissions: 1) US-2 / Airway Heights; 2) Argonne Road / Spokane County; and 3) Bigelow-Sullivan & Trent Interchange / Spokane Valley.

Grant Program	Close Date	Available Funding	Agency
Congressionally Directed Spending (CDS) / Community Project Funding (CPF) requests are open for submittal	Dates Vary in March 2026	Limited	US House & Senate Members
Safe Routes to Schools Program (SRTS)	April 15, 2026	\$5.7 million in 2027-29	WSDOT
Strengthening Mobility & Revolutionizing Transportation (SMART) Grants Program Round 2	TBD	\$500 million	USDOT
Grid Resilience and Innovation Partnerships (GRIP) Program	TBD	~\$3-4 billion	USDOE

Staff Contact: Lois Bollenback, SRTC | lbollenback@srtc.org | 509.343.6370



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Senator Marko Liias
Senator Curtis King
Representative Jake Fey
Representative Andrew Barkis

February 12, 2026

Subject: Funding for the Spokane Regional Traffic Management Center

Dear Ranking Members of the Washington State Legislative Transportation Committees:

As local governments within the Spokane region, we respectfully request the Legislature’s support in resolving a long-standing funding inequity affecting the Spokane Regional Traffic Management Center (TMC). Throughout Washington State, WSDOT operates regional TMCs, all of which receive full operational state funding—except the Spokane Regional TMC which receives only partial funding. Since its inception, Spokane region local governments have filled this funding gap recognizing the clear value the TMC provides in managing traffic conditions across our region. This reliance on local dollars, however, is not consistent with the statewide funding model in place for all other TMCs.

The Spokane Regional TMC is jointly operated, with WSDOT staff taking the lead, while each local agency contributes a “participation fee.” Additionally, the Spokane Regional Transportation Council (the regional Metropolitan Planning Organization), have been strong supporters of the TMC, allocating close to \$1 million annually. This allocation of federal funds, however, diverts scarce funding away from other local capital and preservation project needs.

The Spokane Regional TMC is the **only** TMC in the state that relies on locally allocated funding for its operations. To address this inequity and align Spokane with the state, we respectfully request that the Legislature allocate \$1 million annually to Program Q, accompanied by a budget note specifying that the funds are dedicated to the Spokane Regional TMC. This request is supported by the Department of Transportation and would fully fund the facility and eliminate the need for local dollars.

Along with this request, we would recommend continuation of the joint cooperative participation of involvement in the TMC by local transportation entities. Investing in a sustainable funding model for the Spokane Regional TMC will enhance the region’s ability to manage congestion, respond to incidents, and maintain safe and efficient travel for residents, businesses, and visitors while ensuring a consistent policy for transportation management statewide.

Thank you for considering this request as part of your budget deliberations.

Sincerely,

Lois Bollenback, Executive Director
Spokane Regional Transportation Council

SRTC MEMBER AGENCIES

- City of Airway Heights
- City of Cheney
- City of Deer Park
- City of Liberty Lake
- City of Medical Lake
- City of Millwood
- City of Spokane
- City of Spokane Valley
- Kalispel Tribe of Indians
- Spokane County
- Spokane Transit Authority
- Spokane Tribe of Indians
- Town of Fairfield
- Town of Latah
- Town of Rockford
- Town of Spangle
- Town of Waverly
- Washington State Dept of Transportation
- Washington State Transportation Commission



Transportation Technical Committee

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the January TTC meeting minutes and the March TIP Amendment, was approved.

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

INFORMATION AND DISCUSSION ITEMS

MANAGING I-90 CORRIDOR TRANSPORTATION OPERATIONS

Mr. Wagemann provided an overview of I-90 corridor operations, noting where congestion occurs, its causes, and how tools like ramp metering have improved safety and traffic flow. He emphasized a systemwide approach focused on operations, multimodal strategies, and coordination rather than expanding capacity.

CY 2027 UNIFIED LIST PROCESS & CRITERIA - DRAFT

Mr. Fletcher outlined the draft process, schedule, and purpose of the CY 2027 Unified List, as well as its role in advancing projects from long-range planning to implementation. He also presented proposed updates to evaluation criteria, including revised scoring, increased weighting for preservation and safety, and new measures focused on system performance and crash risk.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (CPT-HSTP)

Ms. Paparazzo provided an overview of the 2026–2030 HSTP update, highlighting its role in guiding coordinated transit funding, improving mobility for priority populations, and identifying service gaps through outreach and data analysis. She noted that the plan is in early development, with strong collaboration from STA, and adoption is anticipated in July.

PUBLIC PARTICIPATION PLAN (PPP) WORKSHOP

Ms. Creasey facilitated a workshop to gather input on updating the Public Participation Plan, focusing on improving outreach strategies, coordination, and effectiveness of engagement. Members highlighted challenges in participation, communication, and expectations, while emphasizing the need for diverse outreach methods, improved coordination, and clearer communication about how input is used.

LOCAL AGENCY COMPREHENSIVE PLAN UPDATES CHECK-IN

Mr. Stewart provided an update on SRTC's Comprehensive Plan Certification Review, noting that staff are implementing the updated process and actively reviewing local jurisdiction submittals. He also shared coordination efforts and timelines, with multiple jurisdictions expected to submit draft plans between April and June.

AGENCY UPDATE AND FUTURE ITEMS

March meetings are canceled and will resume in April. Agencies were reminded of the March 5 FMSIB funding deadline. Several jurisdictions shared plans to submit multiple transportation projects, including interchanges, bridges, and roadway improvements.



Transportation Advisory Committee

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the January TAC meeting minutes and the March TIP Amendment, was approved.

Ms. Zentz made a motion to approve the Consent Agenda as presented. Mr. Braaten seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

MANAGING I-90 CORRIDOR TRANSPORTATION OPERATIONS

Mr. Wagemann gave an overview of I-90 operations, noting where congestion occurs due to merging, design constraints, and lane drops, and highlighting improvements from ramp metering and incident response. He emphasized a systemwide approach focused on operational strategies, transit, and coordination rather than expanding capacity.

CY 2027 UNIFIED LIST PROCESS & CRITERIA - DRAFT

Mr. Fletcher outlined the CY 2027 Unified List process, timeline, and role in advancing projects from planning to funding and construction. He also presented proposed updates to evaluation criteria, including revised scoring and increased emphasis on economic vitality, system preservation, and safety.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (CPT-HSTP)

Ms. Papparazzo outlined the HSTP update, emphasizing its role in coordinating transit funding, improving mobility for priority populations, and identifying service gaps through outreach and data. She noted the plan is in early development with adoption anticipated in July and continued coordination with STA and community partners.

PUBLIC PARTICIPATION PLAN (PPP) WORKSHOP

Ms. Creasey facilitated a workshop to gather input on updating the Public Participation Plan, highlighting ongoing outreach and the need to prioritize effective, coordinated engagement strategies. Participants emphasized using multiple outreach methods, improving clarity and coordination, and demonstrating how public input influences decisions to build trust and participation.

AGENCY UPDATE AND FUTURE ITEMS

March meetings are canceled and will resume in April.