



Transportation Technical Committee Meeting Minutes

Wednesday, February 25, 2026- 1:00 pm

1 Call to Order/ Excused Absences

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

In attendance were:

Committee Members:

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

Absent Members:

Dan Ferguson
City of Cheney
Julia Whitford
Kalispel Tribe
Maria Cullooyah
Spokane Tribe
Shauna Harshman
WSDOT-ER

Guests:

Tyler Kimbrell
City of Spokane
Sean Messner
CivTech
Katherine Miller
City of Airway Heights
Kristen Armstrong
City of Spokane Valley
Matt Zarecor
Spokane County
Dan Pratt
City of Deer Park
Stu Barton
J-U-B Engineers
Riannon Zender
J-U-B Engineers
Shoisington

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Savannah Creasey
Comm. & PR Coord.
Anadia Grier
Admin-Exec Coord.
David Fletcher
Principal Transp. Planner
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Michael Redlinger
Associate Transp. Planner 3
Angela Papparazzo
Associate Transp. Planner 1



2 Public Comments

There were no public comments.

Member Comments

Members shared updates on current projects within their agencies and regions, as well as general staffing updates, including introductions to new alternate representatives.

Chair Report on SRTC Board Meeting

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

ACTION ITEMS

3 Consent Agenda

- a. January TTC Meeting Minutes
- b. Transportation Improvement Program (TIP) Amendment – March

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

4 Managing I-90 Corridor Transportation Operations

Mr. Wagemann presented an overview of current operations along the I-90 corridor, spanning from Four Lakes to the state line, to support SRTC's upcoming study of freeway operations and parallel routes. He began by defining Level of Service (LOS), explaining that it measures roadway performance based on speed, density, and flow. He noted that LOS A through C reflect stable conditions, while LOS D through F indicate increasing congestion and breakdown flow.

He described how conditions vary across the corridor. The segment from Four Lakes to US-195 generally operates under free-flow conditions, while the segment from US-195 to Arthur Street approaches unstable flow as volumes increase. The most constrained segment is between Arthur Street and Custer, where closely spaced interchanges and older design features lead to persistent stop-and-go conditions. East of this area, traffic conditions improve through Spokane Valley, though congestion reemerges between Sullivan and Liberty Lake due to lane drops and merging, particularly near the Appleway/Greenacres interchange. Conditions improve again, approaching the state line as volumes decrease.

Mr. Wagemann highlighted that short trips on I-90, such as entering and exiting within a few interchanges, contribute to congestion and reduce overall system efficiency. He emphasized that some of these trips could be accommodated on the local street network.

He then discussed operational improvements implemented by WSDOT, particularly ramp metering, which was introduced primarily to improve safety and reduce collisions. Since implementation began in 2019, ramp meters have significantly reduced congestion queues



and improved travel times. He noted that eastbound peak queues have been reduced by roughly half, and travel times through key segments have become more consistent. Collision data also shows notable reductions at locations where ramp meters have been installed.

Mr. Wagemann explained that WSDOT's approach to managing I-90 focuses on safety, preservation, and system operations rather than expanding capacity. He noted that a significant portion of congestion is caused by incidents, underscoring the importance of rapid response and operational strategies to restore traffic flow.

Looking ahead, he described several ongoing and future strategies, including additional ramp meters, expanded use of variable message signs, and active traffic management systems to better inform drivers and manage conditions in real time. He also highlighted coordination with Spokane Transit Authority to expand transit access along the corridor, including potential flyer stop locations.

He emphasized the importance of managing the entire transportation network as a system, encouraging better use of local streets for shorter trips and improved connectivity between local and regional routes. He noted that coordinated planning efforts among regional partners are critical to addressing long-term mobility needs.

In closing, Mr. Wagemann stated that while potential capacity improvements are being monitored, they are not currently prioritized due to cost and physical constraints. Instead, ongoing efforts are focused on maximizing the performance of the existing system through operational and multimodal strategies.

5 CY 2027 Unified List Process & Criteria – Draft

Mr. Fletcher presented an overview of the draft process and criteria for the CY 2027 Unified List and proposed updates to the evaluation criteria. He explained that the Unified List serves as SRTC's strategic tool for communicating regional transportation priorities to legislators and is updated annually. Within the broader planning framework, projects originate in the long-range Metropolitan Transportation Plan (Horizon 2050), transition into the Unified List as medium-range priorities when seeking funding, and ultimately move into the Transportation Improvement Program (TIP) once fully funded.

He described the structure of the Unified List, which includes three categories—initiation, development, and implementation—reflecting a project's progression from early planning through readiness for construction. He also outlined the development schedule for the upcoming cycle, noting that the project submittal period will run from mid-May to mid-June, followed by staff review and draft list development through the summer. The draft list is expected to be presented to committees in August and to the Board in September, with final adoption anticipated in October and the federal version completed in November.

Mr. Fletcher reviewed the current evaluation framework, which consists of seven criteria categories aligned with SRTC's guiding principles, including economic vitality, stewardship,



safety, and equity. Each category is currently weighted equally; however, he noted that updates are being proposed this year to better reflect recent planning work, particularly Horizon 2050.

He highlighted proposed revisions to the economic vitality criteria, which incorporate an updated regional activity centers framework. The revised approach introduces tiered scoring based on the type and significance of activity centers and places greater emphasis on aligning projects with appropriate land-use and transportation functions, including both transit-supportive and freight-oriented improvements. To maintain the overall point total for the category, scoring for other components, such as employment growth and freight systems, would be slightly reduced.

He then discussed updates to the operations, maintenance, and preservation category, noting that its overall weighting is proposed to increase in response to feedback received during Horizon 2050. Two new criteria are proposed: one addressing mobility and travel time reliability, and another aligning projects with strategies identified in the Congestion Management Process. These additions are intended to better capture system performance and prioritize cost-effective operational improvements.

Similarly, Mr. Fletcher presented proposed updates to the safety and security category, which would also receive an increased weighting. In addition to the existing criteria, two new measures are proposed: one focused on projects located on the regional high-injury network, and another evaluating overall crash rates using a severity-weighted methodology. These changes aim to broaden the evaluation of safety beyond fatal and serious injury crashes to include locations with high overall crash risk.

During discussion, Mr. Clark asked whether the proposed crash-rate criterion would apply only to projects on the high-injury network. Mr. Fletcher clarified that the intent is for this criterion to apply independently to any project that demonstrates safety improvements based on crash data.

Mr. Fletcher concluded by outlining next steps, stating that staff will refine the criteria based on feedback and return to the committee in April with a final proposal. He encouraged members to provide comments and suggestions in the interim.

6 Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) – Update

Ms. Papparazzo presented an overview of the update to the Coordinated Public Transit Human Services Transportation Plan (CPT-HSTP) for the 2026–2030 cycle. She explained that the plan, referred to as the HSTP for simplicity, is a required document for receiving state and federal transportation funding and must be updated every four years. The plan serves as a regional framework for coordinating transit funding resources and prioritizing investments, particularly in partnership with Spokane Transit Authority (STA), which uses the plan to guide Section 5310 funding decisions.



She noted that the primary purpose of the HSTP is to improve mobility by enhancing access to existing transit services, with a focus on populations that rely most on public transportation. These include individuals experiencing poverty, people with disabilities, youth, and seniors. The plan also identifies gaps in current services and highlights opportunities for local providers to pursue funding to address those needs and improve overall service delivery.

Ms. Paparazzo outlined the key components of the planning process, emphasizing that community outreach is central to the effort. The process includes gathering public input, analyzing geographic and demographic data, and assessing existing transportation services to identify unmet needs. The plan will also establish strategies to address service gaps and define regional priorities, with input from stakeholders, SRTC committees, and the Board.

She described the outreach approach, which is designed to reach diverse communities across Spokane County. Engagement efforts include stakeholder meetings, public events in both urban and rural areas, a public survey, coordination with local service providers, and data collection and mapping to better understand travel patterns and needs.

Ms. Paparazzo also highlighted the collaborative partnership with STA in developing the plan. While SRTC is leading the plan development and certification, STA staff are supporting the effort through service inventory development and coordination of outreach and stakeholder engagement.

She stated that the plan is currently in the early stages of drafting and public outreach, with adoption anticipated in July. Upon completion, the plan will provide a comprehensive understanding of regional transportation needs and ensure continued eligibility for federal and state funding. She noted that staff will return to future committee meetings to provide updates as the process moves forward.

There were no questions or comments.

7 Public Participation Plan (PPP) Workshop

Ms. Creasey facilitated a workshop discussion to gather committee input on updates to SRTC's Public Participation Plan (PPP), a federally required document that outlines how SRTC engages the public and communicates opportunities to participate in the agency's work. She noted that since her prior presentation, staff have begun drafting the updated plan and have already initiated outreach activities, including an active online survey, participation in public events, and planned outreach at El Mercado in late March and the March Equity Working Group. She also shared that staff are continuing to gather stakeholder input and are meeting with communications staff from partner agencies to better understand and coordinate outreach strategies.

Ms. Creasey explained that feedback from the workshop would directly inform which outreach strategies SRTC prioritizes, how SRTC can better support partner agencies' outreach efforts,



and what additional perspectives should be incorporated into the plan. Participants were asked to respond to interactive questions about community interest in transportation, the effectiveness of different engagement tools, and challenges faced in public involvement.

In discussing community interest, Mr. Weathers shared that transportation consistently draws strong opinions because most residents rely on the system daily, but meaningful engagement can be difficult when people feel changes appear “out of nowhere” or are not connected back to a broader plan. He emphasized the importance of engagement methods that help residents understand why decisions are made and how input is used.

When the group discussed which outreach tools are most important, Mr. Jennings described open houses as a “mixed bag,” noting that traditional formats and timing can be difficult for residents to attend and may not fit modern schedules. Mr. Weathers added that communities often require multiple engagement approaches depending on audience needs, emphasizing the value of a “menu” of outreach options that includes both digital tools, such as online surveys, and more traditional methods for those who prefer paper materials or in-person interaction.

As the discussion shifted to engagement levels and the balance between informing versus involving the public, Mr. Clark noted that even when agencies use consultative or involved outreach early in a process, it is often followed by multiple rounds of outreach focused on informing the public about what was heard and how decisions were made. This, he explained, can make “inform” the most frequent engagement mode, even when earlier phases are more interactive.

Participants then identified common challenges in public engagement, including translation needs, timeliness, and achieving meaningful input. Mr. Wagemann emphasized that a recurring challenge is the complexity of transportation funding and decision-making, noting that the public can understandably oversimplify issues and may attribute decisions to taxes or agencies without understanding legal requirements, funding restrictions, or design standards. Mr. Weathers observed that small attendance at a single meeting can create unrealistic expectations, where a few aligned voices may assume they represent the broader public; when outcomes differ, people may conclude the process was meaningless. Ms. Bollenback noted a perceived contradiction: transportation is often rated as highly important by communities, yet agencies still struggle to obtain meaningful feedback and sustained participation. Mr. Wagemann responded that this often comes down to managing expectations and clearly communicating which elements the public can influence versus those constrained by laws, standards, or funding limitations.

In discussing how to measure outreach success, Mr. Weathers emphasized the value of participation levels in identifying trends, while also noting the importance of feedback quality and of being transparent about how public input influences decisions. Mr. Jennings described how his agency began documenting every outreach touchpoint—such as emails, social media posts, open house attendance, and community-based organization outreach—to demonstrate



the breadth of engagement, address skepticism about outreach quality, and create a baseline for improving future efforts. Mr. Quinn-Hurst noted that success can also be measured by whether all key stakeholder groups had an opportunity to comment, even if they ultimately chose not to.

When asked what SRTC could improve, Mr. Quinn-Hurst highlighted translation services at community events as an effective practice and encouraged expanding similar partnerships. Mr. Clark suggested that establishing a central, consistent forum for public input—where residents know they can find information and provide comments regardless of which agency is leading a project—could strengthen participation and reduce fragmentation across multiple agencies conducting outreach separately. Ms. Creasey acknowledged the value of this suggestion and shared that staff is developing an SRTC e-newsletter platform and exploring the concept of a regional transportation event to help centralize information-sharing and engagement opportunities.

The workshop also surfaced interest in stronger coordination among agencies, including sharing what outreach methods are working, cross-promoting public involvement opportunities, maintaining or improving a shared catalog of community groups and engagement resources, and coordinating joint booths or events so agencies can direct the public to the appropriate partner. Ms. Creasey described current support practices, including monitoring and resharing partner outreach through SRTC communication channels, using the website to share information, attending partner events when possible, and coordinating staff presence to avoid missing key opportunities.

Ms. Creasey closed by thanking participants for their input and noted that the workshop feedback will inform both the content of the updated Public Participation Plan and how SRTC implements outreach and coordination moving forward.

8 Local Agency Comprehensive Plan Updates Check-In

Mr. Stewart provided an update on SRTC's Comprehensive Plan Certification Review, which is required under the Growth Management Act. He explained that SRTC, as the regional transportation planning organization for Spokane County, is responsible for certifying that local comprehensive plan transportation elements are consistent with the region's long-range plan, Horizon 2050, and meet applicable state requirements. He noted that the certification process was recently updated and approved by the SRTC Board in January, and staff are now actively implementing the revised process.

Mr. Stewart shared that SRTC has begun reviewing submitted materials, including transportation elements from the City of Deer Park and the City of Millwood. He noted that Millwood's plan was received after adoption due to earlier communication challenges, but SRTC is proceeding with certification in accordance with state requirements.

He then provided a status update on coordination with local jurisdictions and anticipated timelines for draft plan submittals. The City of Spokane is expected to submit its draft in the



third quarter of the year, while the City of Airway Heights anticipates providing a draft around mid-April. The City of Liberty Lake is also targeting April for its draft submittal.

Mr. Weathers indicated that the City of Medical Lake is currently developing its comprehensive plan in multiple phases, with a full draft anticipated around June. He noted that their transportation element is being informed by a consultant-led transportation plan currently under review. Representatives from Spokane County shared that they are awaiting additional consultant data before finalizing their draft, with a tentative timeline of approximately June. Mr. Clark stated that the City of Spokane Valley expects to complete most of its analysis by May, with a draft available in June and adoption anticipated later in the third quarter.

Mr. Stewart noted that SRTC staff will continue coordinating with jurisdictions, including following up with the City of Cheney and working with consultants supporting smaller jurisdictions. He added that staff will return to the committee with updates as reviews progress and will bring certification recommendations forward to the Board as required.

INFORMATION (NO PRESENTATION)

10 Agency Update

Mr. Fletcher provided a brief agency update, noting that the March committee meetings have been canceled and regular meetings will resume in April. He also reminded members of the upcoming FMSIB freight funding opportunity deadline, with project submissions due on March 5 at 5:00 p.m., and invited agencies to share whether they plan to submit applications to support regional coordination.

Ms. Hayes stated that Spokane County intends to submit two projects, including a grade separation project and improvements on the north portion of Argonne Road. A representative from the City of Spokane shared that the City will be submitting three projects: Latah Bridge, Inland Empire Way, and Freya Street between Francis and Wellesley. Mr. Fisch noted that the City of Airway Heights plans to submit two projects, including US-2 Multimodal Phase 1 and improvements along 21st Avenue from Hayford to Garfield. Mr. Jackson added that Spokane Valley will be submitting projects from its legislative agenda, including the Sullivan-Trent Interchange, the Barker I-90 Interchange, and the Argonne I-90 Interchange Bridge.

Mr. Fletcher acknowledged the updates and thanked agencies for sharing their anticipated submissions.

There being no further business, the meeting was adjourned at 2:36 PM

Anadia Grier, Clerk of the Board