



Spokane Regional Transportation Council

Board of Directors Meeting

Thursday, 05/14/2026 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=umAt0b7zXGZhQgRIqtByx14vkGOIBU.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. March Board Meeting Minutes	3
		b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – May 2026	14
		c. Vouchers Paid for the Month of March & April	18
		d. Electronic Funds Transfer (EFT) Policy – Approval	20
		e. CY 2026 Quarter 1 Budget Update	26

1:20	4	CY 2027 Unified List Process & Criteria – Final <i>(David Fletcher)</i>	29
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1:30	5	City of Millwood Comprehensive Plan Update Certification <i>(Ryan Stewart)</i>	34
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1:35	6	CY 2026-2029 Transportation Improvement Program (TIP) Retroactive Amendment - April 2026 <i>(Ben Kloskey)</i>	40
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INFORMATION AND DISCUSSION ITEMS

1:40	7	Safe Streets and Roads for All (SS4A) Grant Application for FFY 2026 <i>(Ben Kloskey)</i>	45
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1:50	8	Office Lease: Continued Use of the Riverside Conference Room <i>(Greg Griffin)</i>	46
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INFORMATION: No Action or Discussion (Written reports)

1:55	9	Executive Director’s Monthly Report <i>(Lois Bollenback)</i>	50
		• Ongoing/Upcoming Events and Activities	
		• Transportation Funding – Awards & Opportunities	

	10	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	51
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DISCUSSION

2:00	11	Board Member Comments <i>(Chair)</i>	
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2:05	12	Chair Comments	
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2:10	13	Adjournment <i>(Chair)</i>	
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Board of Directors Meeting Minutes

Thursday, March 12, 2026- 1:00 pm

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

Excused Absences:

Doug Yost

Major Employer Rep.

Council Member Micki Harnois

Small Towns Rep.

Council Member Barthels made a motion to approve excused absences. Deputy Mayor Hattenburg 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

Mayor Cris Kaminskis

City of Liberty Lake

Council Member Don Kennedy

City of Medical Lake

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

Kalispel Tribe

Matt Ewers

Rail/Freight Rep.

Commissioner Al French

Spokane County

Commissioner Josh Kerns

Spokane County

Karl Otterstrom (CEO)

STA

Council Member Cecilia Evans

Spokane Tribe

Char Kay (Region Administrator)

WSDOT-ER

Commissioner Kelly Fukai

WA Transp. Commission

Absent Members:

Council Member Jennifer

Morton

City of Airway Heights

Mayor Shawna Beese

City of Millwood

Ex-Officio Members:

Tara Limon

STA

(TTC Chair)

Guests:

Wende Wilber

Kittleson & Assoc.

Wade Scott

Kittleson & Assoc.

Stephen Lamberson

Etter McMahon

Inga Note

City of Spokane

Kevin Picanco

City of Spokane

Erik Lowe

Kelley Dolan

FHWA

Stu Barton

J-U-B Engineers

Staff:

Lois Bollenback

Executive Director

Greg Griffin

Admin Services Manager

Savannah Creasey

Comm. & PR Coor.

Anadia Grier

Admin-Executive Coor.

Jason Lien

Transp. Planning Manager

Ryan Stewart

Principal Transp. Planner

David Fletcher

Principal Transp. Planner

Ben Kloskey

Assoc. Transp. Planner II

Angela Paparazzo

Assoc. Transp. Planner I



2 Public Comments

Mr. Lowe expressed concern about the recent presentation on I-90 operations between Four Lakes and the Idaho Stateline, stating that the discussion appeared to be laying the groundwork for widening the interstate. He questioned the reliance on Level of Service (LOS) to justify expansion, noting that the segment identified as approaching LOS E was based on traffic speeds of around 65 mph in a 70-mph zone, and suggested that adjusting the posted speed limit could address the issue without adding lanes. Mr. Lowe also criticized the use of LOS as a decision-making metric and urged the Board to prioritize maintaining and improving the existing transportation system rather than pursuing costly highway expansion, citing significant regional funding gaps for preservation and maintenance. Note: these remarks were provided in writing as well.

ACTION ITEMS

3 Consent Agenda

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

- a. February Board Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment - March 2026
- c. Vouchers Paid for the Month of February

Chair Kaminskas asked if there were any items requiring further discussion.

Deputy Mayor Tim Hattenburg made a motion to approve the Consent Agenda as presented. Council Member Haley seconded the motion. The motion passed unanimously.

4 US 2 Multimodal Improvement Project Economic Benefits – Approval

Mr. Stewart introduced the requested board action to approve Resolution R-26-10, which would accept the US-2 Multimodal Improvements Project Economic Benefits Report. He explained that SRTC began conducting economic analyses of transportation projects to better support member jurisdictions in applying for state and federal grants. While many planning studies focus primarily on operations or infrastructure, competitive funding programs often require information on broader economic benefits. In 2022, the SRTC Board approved an increase to the operating budget to support this type of work, and the activity was later included in the 2024–2026 Unified Planning Work Program. SRTC utilized the General Planning Consultant contract with Kittelson & Associates to conduct the analysis, setting aside about \$50,000 annually to evaluate projects from the region’s unified project list. The US-2 project in Airway Heights is the first completed analysis, with additional studies underway for other jurisdictions.

Ms. Wilber from Kittelson & Associates described the methodology used to estimate the project’s transportation-related economic benefits over a 20-year period. The analysis focused on benefits directly tied to transportation improvements, including crash reduction, improved walking and biking access, reduced operations and maintenance costs, reduced emissions, and the potential to attract investment. The study used widely available tools, including the USDOT Benefit-Cost Analysis Tool and an open-source tool developed by Caltrans, to create a process that could be replicated for other projects and used to support grant applications.



The US-2 project represents a \$49.4 million construction investment and includes improvements such as replacing signals with roundabouts, narrowing lane widths, improving pedestrian crossings, adding shared-use paths, and providing in-lane transit stops. Based on the analysis, the project is estimated to generate approximately \$355 million in transportation-related benefits over 20 years. These benefits include about 524 construction jobs during the construction period and an estimated 148 long-term jobs along the corridor.

A large portion of the projected benefits comes from increases in residential property values near the corridor, estimated at about \$189 million over 20 years, along with roughly \$2.1 million in additional property tax revenue for the city. Safety improvements were also a significant factor, with crash reduction benefits estimated at about \$155 million using USDOT valuation methods. Additional benefits include health improvements from increased walking and biking, an improved travel experience, and modest savings in maintenance costs from roundabouts and newer roadway infrastructure.

Ms. Wilber noted that some potential benefits, such as travel time savings, could not be quantified due to limited available data, even though the project is expected to improve traffic flow. She also referenced a separate West Plains land use study that estimated additional economic activity if the surrounding vacant land were eventually developed, though those outcomes are more difficult to directly attribute to the US-2 project.

Following the presentation, Councilmember Klitzke asked how SRTC plans to continue this type of analysis in the future. Ms. Bollenback explained that projects are selected from the Unified List, with a focus on those that could benefit from economic analysis to strengthen funding applications. SRTC plans to continue conducting these studies using the allocated funding, with the next analysis underway for the Argonne/Upriver Drive and Centennial Trail connection project. Ms. Bollenback also noted that jurisdictions can request consideration if they have projects with timing or funding needs.

Ms. Kay made a motion to approve Resolution R-26-10 Accepting the US-2 Multimodal Improvements Project Economic Benefits Report as presented. Deputy Mayor Hattenburg seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

5 Electronic Funds Transfer (EFT) Policy – Draft

Mr. Griffin explained that the Washington State Auditor's Office requires agencies to formally adopt an Electronic Funds Transfer (EFT) policy to protect public funds, prevent fraud, and ensure compliance with state requirements. Although SRTC already follows secure financial practices with strong internal controls, adopting a formal policy aligns the agency with state guidance, relevant RCWs, and standard government financial management practices.

He noted that SRTC currently maintains a clear segregation of duties for financial transactions. No single staff member can both initiate and approve a payment, whether it is an EFT or a



warrant. Bank reconciliations are also reviewed by someone other than the person who performed the reconciliation to provide an additional level of oversight.

Mr. Griffin also described several fraud prevention measures already in place. For example, any changes to employee payroll banking information must be submitted via a signed form delivered in person, not by email. He shared an example where a fraudulent email appeared to request a banking change, but staff denied the request by phone before taking action. Banking information changes are then verified and processed through standard procedures with U.S. Bank and the Spokane County Treasury.

Currently, SRTC limits EFT use to specific types of transactions, including payroll; payroll-related payments such as PERS, L&I, and ESD; payroll transfers and withholdings; and grant reimbursements received electronically through the Washington State Office of Financial Management. The agency also uses security measures such as two-step verification, restricted system permissions, separate payment initiation and approval roles, full documentation of transactions, timely bank reconciliations, and a clear audit trail.

Mr. Griffin stated that a resolution to formally adopt the EFT policy will be brought to the board for approval at the May meeting.

6 CY 2027 Unified List Process & Criteria – Draft

Mr. Fletcher presented an overview of the draft process and evaluation criteria for developing the 2027 Unified List. He explained that the Unified List is a strategic tool SRTC uses to communicate the region's transportation priorities to state and federal legislators when seeking potential funding opportunities.

He described how the Unified List fits within SRTC's overall planning framework. Long-range planning begins with Horizon 2050, the regional metropolitan transportation plan that identifies transportation needs and potential projects more than 20 years into the future. As projects become more developed and begin seeking funding, they are added to the Unified List, which represents medium-range priorities identified by member jurisdictions. Once projects secure funding, they move into short-range planning through the Transportation Improvement Program (TIP), which includes projects with already committed funding.

Mr. Fletcher explained that the Unified List is updated annually and includes both state and federal versions tailored to those audiences. Projects are submitted by local agencies and added to the list as funding priorities, and they are typically removed once funding has been secured. Projects on the list are organized into three stages based on their level of development: initiation for early-stage projects, development for projects actively seeking funding, and implementation for projects nearing full funding and construction readiness.

He then outlined the timeline for the 2027 update. The project submittal period is planned for May 15 through June 12, during which agencies may submit projects for consideration. SRTC staff will review submissions and prepare a draft list by August. The draft will be presented to the



Transportation Technical and Advisory Committees in August and to the Board in September. The state version of the list is expected to return to the Board for approval in October, followed by the federal version in November.

Mr. Fletcher also discussed the evaluation criteria used to score projects. These criteria are based on SRTC's guiding principles, which include economic vitality, cooperation and leadership, stewardship, operations, maintenance and preservation, safety and security, quality of life, and equity. In the past, each category was weighted equally. However, staff is proposing updates to better reflect recent planning work and feedback from the Horizon 2050 planning process.

The proposed changes focus primarily on economic vitality, operations, maintenance and preservation, and safety and security. Updates to the economic vitality category incorporate SRTC's new methodology for identifying and classifying regional activity centers. Projects that improve access to or within these centers would receive points based on their support for connectivity and economic activity. The updated approach also distinguishes between larger regional centers and smaller neighborhood or rural centers, with scoring adjusted accordingly.

Staff is also proposing to increase the weighting of the operations maintenance and preservation category and the safety and security category from 30 points to 50 points each. These adjustments reflect feedback that these areas represent key regional priorities and have shown concerning trends in recent years. Additional questions were added to the operations maintenance and preservation category to better recognize projects that improve mobility on corridors with unreliable travel times and projects that implement strategies identified in the region's congestion management process.

The safety and security category was also expanded with new questions aligned with the Regional Safety Action Plan. These include awarding points to projects that address issues on the high-injury network and projects located in areas with high severity-weighted crash rates. The goal is to better identify projects that address safety concerns, even when fatal or serious-injury crashes have not yet occurred, but crash patterns indicate potential risk.

During discussion, board members suggested potential improvements to the scoring criteria. One member noted that the framework could better recognize the safety benefits of projects that encourage people to shift to safer modes of travel, such as transit, walking, or biking. He explained that transit travel is significantly safer than driving and that increasing transit use could reduce risk across the transportation system. Staff acknowledged the suggestion and indicated they would explore ways to incorporate that concept into the safety criteria.

Mr. Fletcher also responded to questions about the updated classification of activity centers introduced through Horizon 2050. The revised system identifies both larger regional centers and smaller neighborhood or rural centers, allowing the scoring criteria to recognize projects that improve access to these areas while also considering whether the type of project is compatible with the activity center's function.



He concluded by noting that the proposed updates reflect work completed through several recent planning efforts, including the congestion management process, the Regional Safety Action Plan, and Horizon 2050. The draft criteria will be presented to the technical and advisory committees in April for recommendation and will return to the Board in May for approval before the project submittal period begins.

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

Ms. Paparazzo presented an update on the development of the 2026–2030 Coordinated Public Transit–Human Services Transportation Plan. She explained that the HSTP is required by both state and federal governments and must be updated every four years to remain eligible for certain transportation grants. The plan is intended to coordinate transit funding and resources across the region and provide a framework for prioritizing transportation investments that support people who rely on transit for mobility.

The plan is developed jointly by SRTC and the Spokane Transit Authority (STA) because many of the programs addressed in the plan are closely connected to STA services, including the federal Section 5310 program. Although SRTC does not directly operate transportation services, the HSTP helps guide regional priorities and funding decisions for programs that support mobility. The plan focuses on understanding how transportation services can better serve populations with the greatest mobility needs, including seniors, youth, people with disabilities, and individuals experiencing poverty. It also helps identify gaps in the current transportation network and opportunities for agencies and community partners to pursue funding that improves services.

Ms. Paparazzo explained that the planning process includes several key components. These include community outreach, collection of geographic and demographic data to understand regional transportation needs, and an assessment of existing transportation services across the region. The plan also identifies strategies to address service gaps and improve coordination among providers. Ultimately, stakeholders, SRTC committees, and the Board will review the findings and help determine regional priorities for improving transportation access.

Public outreach is a central part of the planning process and is designed to gather input from a wide range of community members and service providers. Outreach efforts include stakeholder meetings with organizations representing diverse populations, engagement activities that reach both urban and rural communities, public surveys to gather feedback from residents, meetings with transportation and social service providers to understand operational challenges, and mapping efforts to better understand where people travel from and where they need to go.

Ms. Paparazzo noted that SRTC staff are leading development of the plan in coordination with STA, including STA staff member Emilio Bustos, who manages the Section 5310 program. STA is assisting in compiling the regional inventory of transportation services and in coordinating outreach and stakeholder engagement.

The plan is currently in the early stages of development, with drafting and public outreach underway. The final plan is expected to be completed and adopted in July. Once completed, the plan will provide a comprehensive overview of transportation services, needs, and strategies for Spokane County and ensure the region remains eligible for federal and state transportation funding that supports mobility.



programs.

Board members asked questions about how outreach is being conducted outside of the Spokane Transit Authority Public Transportation Benefit Area. Ms. Paparazzo confirmed that the plan covers the entire county and described outreach efforts already conducted in areas such as Colbert, where staff gathered feedback from residents about transportation needs and service gaps.

Additional discussion highlighted the plan's importance in identifying transportation connections between rural communities and services in Spokane. Staff noted that programs such as Section 5310 funding have supported transportation services linking rural areas to medical and other services in the urban area, sometimes in partnership with WSDOT. Board members also suggested additional areas for outreach, including the East Valley area, which remains outside the transit benefit area and may have unmet transportation needs. Ms. Paparazzo responded that staff are actively engaging with service providers and agencies serving those areas to better understand barriers and opportunities for expanding transportation access.

8 Legislative Activity (Federal)

Ms. Bollenback provided an update on federal legislative activity related to transportation funding and policy. She explained that federal transportation programs operate under multi-year acts, which typically cover about five years. These acts establish funding levels, programs, and policy priorities that guide transportation investments across the country. However, when a new authorization is delayed, Congress utilizes continuing resolutions to temporarily extend existing programs. While these extensions keep funding in place, they create uncertainty for transportation agencies because program rules, funding levels, and priorities may change once a new authorization is passed.

She noted that the current federal transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), will expire on September 30th of this year. The IIJA represented the largest federal transportation investment in history, providing roughly twice the funding of the previous FAST Act over its five-year period. The law also created several new programs intended to address infrastructure needs, particularly in areas such as safety and system improvements. However, much of the funding came from remaining COVID-related federal funds rather than from a new long-term revenue source, and the Highway Trust Fund continues to face long-term solvency challenges.

Ms. Bollenback explained that Congress has been working on the next transportation authorization bill for the past year. In the House of Representatives, the effort is being led by the Transportation and Infrastructure Committee, chaired by Sam Graves, who has emphasized the need to streamline the federal permitting process and reduce regulatory delays that can slow project delivery. Senator Shelley Moore Capito is leading similar discussions in the Senate and has also expressed a desire to pass a new authorization bill before the current one expires. Draft proposals are expected to circulate in the coming months, and there will be opportunities for agencies and organizations to provide feedback as the legislation develops.

She highlighted several key policy topics that are expected to shape the next authorization. One ongoing issue is the financial stability of the Highway Trust Fund, which has required regular transfers from the federal general fund because federal fuel tax revenues have not kept pace with transportation spending. Although the gas tax has not been increased in decades, there has been little



political support for raising it, leaving long-term funding solutions uncertain. Another issue receiving attention is the balance between discretionary funding programs and formula funding. Formula funding is generally easier for agencies to plan around because it provides predictable allocations, while discretionary grants are competitive and awards are less certain. Although the IIJA significantly expanded discretionary grant programs, federal agencies have faced challenges distributing the funds quickly enough to keep projects moving.

Ms. Bollenback also noted that there is broad support for continued federal investment in infrastructure and safety improvements. Many parts of the nation's transportation system, particularly bridges, remain in poor condition and require sustained funding to address maintenance and replacement needs. Safety improvements are also expected to remain a major focus of future federal transportation policy.

She then discussed the BASICS Act, a proposal supported by a coalition of local government and transportation organizations known as the Local Officials Transportation (LOT) Coalition. The proposal aims to address what supporters describe as a growing mismatch between the share of transportation infrastructure managed by local governments and the amount of federal funding they receive. Nationally, local roads carry roughly one-third of vehicle travel but receive a much smaller share of federal transportation funding.

The BASICS Act includes several recommendations intended to shift more resources and flexibility to local and regional transportation agencies. These include continued investment in bridge and safety programs, increased funding for metropolitan planning organizations (MPOs) to support regional planning, and new base funding for rural transportation planning organizations that currently receive no dedicated federal funding. The proposal also calls for increasing funding for the Surface Transportation Block Grant program, one of the most flexible federal transportation funding sources that allows local governments to address their highest transportation priorities.

Additional recommendations include streamlining funding distribution, potentially allowing some federal funds to be provided more directly to local project sponsors, expanding collaboration among state departments of transportation, MPOs, and regional agencies, and increasing transparency in how transportation funding is allocated. She stated that many of these positions are consistent with those of the SRTC Board.

Ms. Bollenback emphasized that the purpose of the presentation was to keep the board informed rather than to request action. She encouraged board members to work with their respective associations to understand their positions regarding items to be advanced as part of reauthorization. She also encouraged members to stay engaged in the federal reauthorization process, as the decisions made in the next authorization bill will determine transportation funding programs and priorities for the next several years. She noted that staff will continue to monitor developments and share updates as draft legislation becomes available.

9 Public Participation Plan (PPP) Workshop Results

Ms. Creasey presented a summary of findings from recent workshops related to SRTC's Public Participation Plan update. She explained that the PPP is a federally required document that outlines how SRTC engages the public in its planning and decision-making processes. The plan both informs



the public about opportunities to participate and guides staff in meeting the agency's outreach commitments.

Since the previous update to the board, staff have begun drafting the plan and conducting outreach activities. These efforts include an online public survey and participation in community events such as the Lunar New Year celebration. Additional outreach is planned in March at El Mercadito and the Equity Working Group. Staff also conducted interactive workshops with SRTC's Technical and Citizens committees and met with regional communication professionals to gather feedback on effective outreach strategies.

Ms. Creasey summarized key themes that emerged from the Technical Committee discussion. Members noted that partner agencies refer to the Public Participation Plan when preparing their own outreach efforts, emphasizing the importance of making the document practical and easy to use. Committee members also discussed common challenges with public engagement. These include limited public understanding of how transportation agencies operate and how projects are funded, which can lead to frustration or confusion during outreach. Another challenge is helping the public understand the roles of different agencies, as organizations are sometimes confused with one another. Members also noted that individuals may attend a single outreach event and assume their perspective is the only one considered, without recognizing that staff gather input from many different events and audiences. These challenges highlighted the importance of incorporating education and clear communication into outreach efforts. Committee members also expressed interest in SRTC serving as a central forum where the public could find information about transportation projects and engagement opportunities across the region.

Feedback from the Citizens Committee emphasized the importance of using multiple communication channels to reach different audiences. While some people prefer traditional communication methods such as newsletters, others—particularly younger audiences—are more likely to receive information through social media. Committee members also identified barriers to participation, including survey fatigue, limited time, and competing personal responsibilities. They encouraged the use of simple, low-barrier outreach strategies, such as short surveys or quick-response opportunities, to make participation easier. Members also stressed the importance of demonstrating how public input influences decisions so participants can see the value of their engagement.

Ms. Creasey also shared feedback from a meeting with communication professionals from partner agencies. Participants expressed a strong interest in increased collaboration and information sharing to help expand outreach efforts and reach new audiences. Agencies noted that they often engage the same group of participants and are interested in strategies to reach new community members. Participants identified several communication tools that have been particularly effective, including social media, e-newsletters, and hybrid meetings. They also suggested that sharing ready-to-use content between agencies would help partners promote each other's work more efficiently.

Based on these discussions, staff identified several actions moving forward. SRTC has begun developing a new e-newsletter using MailChimp to share agency updates and highlight partner projects and events. Staff is also exploring ways for SRTC to serve as a central hub for transportation information, potentially through a website page that highlights regional transportation projects and engagement opportunities. In addition, SRTC is exploring opportunities to collaborate with partners



at public events by sharing outreach space or hosting joint engagement events. Staff is currently planning a pair of outreach events in May, including both an in-person and a virtual open house featuring multiple organizations and presentations.

Following the presentation, board members participated in a brief activity to provide feedback on how to measure outreach success and which engagement strategies to prioritize. Board members emphasized the importance of early engagement in planning processes and ensuring participation from diverse communities. Members also noted that demonstrating how public input influences decisions helps build trust and encourages continued participation.

During discussion, members highlighted the value of collaboration among agencies and the importance of reaching new audiences rather than relying on the same participants repeatedly. Several members also emphasized the value of in-person engagement, noting that face-to-face conversations often lead to more meaningful feedback and stronger community relationships. Others noted that social media plays an important role in driving people to websites, newsletters, and other sources of information.

Ms. Creasey concluded by thanking the board for their feedback and noting that staff will continue incorporating the input received into the draft Public Participation Plan. A draft of the plan is expected to be presented to the committees in April and to the board in May for review.

INFORMATION

10 Executive Director's Monthly Report

Ms. Bollenback shared two announcements during the Executive Director's Report. She noted that she typically recognizes funding awards received by member jurisdictions in the Director's Report, as it is important to celebrate these accomplishments across the region. She announced that the City of Airway Heights recently received a \$2 million award for the Sandy Williams Connecting Communities US 2 Phase 1 project and offered her congratulations to the city.

Ms. Bollenback also announced that SRTC has once again received the WellCity designation, which recognizes organizations that support employee wellness and provides the agency with a discount on its insurance.

10 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

11 Board Member Comments

Ms. Kay shared several updates related to regional transportation and WSDOT staffing. She reported that bids were opened for the Stage 2 project that will provide another connection between the North Spokane Corridor (NSC) and the local street network at Trent Avenue. The apparent low bidder for the project is Max Kuney.

Ms. Kay also announced that Matt Beattie will be taking over the role previously held by Mike



Frucci. Mr. Beattie comes from WSDOT's Olympic Region, where he served as the maintenance engineering manager and held several maintenance and operations positions.

Finally, she noted that the region's communications manager, Ryan Overton, has been promoted to deputy communications manager statewide. Although he has taken on a new role, Mr. Overton will remain in the region and continue supporting programs such as WSDOT's mentorship program. Recruitment for the communications manager position will begin soon.

12 Chair Comments

Chair Kaminskis reminded the board that the April meeting has been canceled. The meeting adjourned at 2:32 p.m.

Anadia Grier, Clerk of the Board

DRAFT



To: Transportation Technical Committee
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendment
 – May 2026

Requested Action:

Approve resolution R-26-11, Adopting the May Amendment to the 2026-2029 Transportation Improvement Program.

Key Points:

There are 5 projects included in the May amendment to the CY 2026-2029 TIP. See the **Attachment** and the **Supporting Information** for more details.

AGENCY	PROJECT
City of Spokane	Sunset Hwy Bike Path
Airway Heights	US 2 Phase I Pedestrian and Multimodal Enhancements
City of Spokane Valley	Appleway Trail & Stormwater (Farr Rd Dishman Mica)
City of Spokane Valley	Sullivan Preservation – UPRR to Kiernan
City of Spokane Valley	Sullivan Preservation – Spokane River to UPRR (NEW)
WSDOT East	I-90/Division/Custer/Arthur/ Hamilton - ITS Cabinet Rebuilds

Board/Committee Discussions:

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

Public Involvement:

The proposed May amendment was published for a public review and comment period from 04/13/26 through 04/22/26. On 04/13/2026, notice of the amendment was published in the Spokesman Review and posted on the SRTC website (www.srtc.org) and on social media platforms. There were no comments received for this cycle.

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



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

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 May 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 May amendment will be incorporated into the STIP on or around 06/19/2026.

2026-2029 Transportation Improvement Program

May Amendment (26-05)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane Valley WA-15428	Sullivan Preservation – UPRR to Kiernan Project being broken into two separate phases to accommodate the construction of a new ice arena. Project termini shifting to UPRR to Kiernan Ave., from original limits of Spokane River to Kiernan Ave.	Federal (STBG)	\$1,383,009
		State	\$0
		Local	\$1,486,491
		Total	\$2,869,000
City of Spokane Valley TBD	Sullivan Preservation – Spokane River to UPRR (NEW) Phase 2 of the Sullivan Preservation project listed above. Grind and inlay along listed termini after the ice arena is constructed. Engineering phase conducted under project WA-15428.	Federal (N/A)	\$0
		State	\$0
		Local	\$1,430,000
		Total	\$1,430,000
City of Spokane Valley WA-16697	Appleway Trail & Stormwater (Farr Rd Dishman Mica) Moved funding forward for design in 2026 and construction in 2027. Originally scheduled for 2027 and 2028.	Federal (STBG)	\$1,210,467
		State	\$0
		Local	\$188,917
		Total	\$1,399,384
City of Airway Heights WA-16801	US 2 Phase I Pedestrian & Multimodal Enhancements Project added a \$2,000,000 award from the Sandy Williams Connecting Communities program.	Federal (STBG)	\$387,637
		State (CCP)	\$2,417,798
		Local	\$0
		Total	\$2,805,435
City of Spokane WA-16257	Sunset Hwy Bike Path Adding STBG and CMAQ funds from project WA-08171. Rolling eligible leftover funds from that phase of the Sunset Highway shared use path project into this project. Total addition of \$2,247,000.	Federal (STBG,CMAQ)	\$2,247,000
		State	\$1,800,000
		Local	\$500,000
		Total	\$4,547,000

WSDOT EAST 609068C32	I-90/Division/Custer/Arthur/ Hamilton - ITS Cabinet Rebuilds Corrected project record to reflect PE obligation in 2022 and delayed construction due to workforce complications.	Federal (NHPP)	\$231,884
		State	\$4,732
		Local	\$0
		Total	\$236,616

STBG-Surface Transportation Block Grant | CMAQ-Congestion Mitigation and Air Quality program | NHPP-National Highway Preservation Program | CCP-Sandy Williams Connecting Communities Program



VOUCHERS PAID FOR THE MONTH OF MARCH 2026

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
3/6/26	V122913	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-05	835.00
	V122914	WA State Dept of Retirement	Employee DCP payroll contributions: March PP05 2026	1,200.00
3/13/26	V122915	Intermax Networks	VOIP telecom March 2026	253.23
	V122916	Cycrest Systems	Managed IT Services - Mnthly March; SaaS Security	1,624.44
	V122917	WA State Dept of Retirement	Employee and Employer Contributions: February 2026	10,737.92
	V122918	Kittelton & Associates	Economic Analysis Project thru 1/31/26 - Task 1	531.48
	V122919	University District Dev Assoc	SRTC UD Annual	1,000.00
	V122920	EMLVO P.C.	February legal svcs: Board mtg; staff correspondence	1,125.00
	V122921	Pacific Office Automation	Copier Lease/Usage February 2026	189.54
	V122922	Angela Paparazzo	AP mileage reimburse 3.9.26 CPT-HSTP / PPP	41.33
	V122923	Rehn & Associates	Admin fee February '26	75.00
	V122924	Spokesman Review	Public Notice TIP Amendment	82.86
	V122925	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - Feb2026	161.20
3/24/26	V122926	Comcast	Fiber Services, March 2026	261.80
	V122927	Minuteman Press	Board members 2026 poster	23.46
	V122928	WA State Dept of Retirement	Employee DCP payroll contributions: March PP06 2026	1,200.00
	V122929	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-06	835.00
	V122930	AWC Employee Benefit Trust	April '26 Benefit Insurance Premiums	12,290.62
	V122931	GSI	LB registration for GSI D.C. fly-n	1,750.00
3/27/26	V122932	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for April 2026	6,000.30
	V122933	The Woodshop LLC	Website Hosting/Maintenance	489.86
	V122934	NW Unity	Registration Unity in the Community outreach event 2026	125.00
	V122935	Minuteman Press	CPT Interactive Board; PPP Bifold Handouts	192.11

Vouchers: V122913 - V122935	41,025.15
Reimbursement(s)	
Salaries/Benefits Pay Periods Ending: 2/28/26 & 3/14/26	96,792.02
Spokane County Treasury Monthly SCIP fee - March 2026	32.77
	137,849.94

As of 5/14/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the March 2026 vouchers included in the list in the amount of: **\$137,849.94**



VOUCHERS PAID FOR THE MONTH OF APRIL 2026

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
4/3/26	V122936	Rehn & Associates	Q-2 2026 Agency H.S.A. contributions LB,GG,SC,AG,MR,JL,BK	3,007.69
	V122937	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-07	835.00
	V122938	WA State Dept of Retirement	Employee DCP payroll contributions: March PP07 2026	1,200.00
	V122939	Intermax Networks	VOIP telecom April 2026	253.23
	V122940	Cycrest Systems	Managed IT Services - Mnthly April; SaaS Security	1,406.24
	V122941	WA State Dept of Retirement	Employee and Employer Contributions: March 2026	11,813.09
	V122942	Cycrest Systems	Integration of MailChimp service to SRTC email network	316.25
	V122943	ASAP Translation	Language translation service at outreach event	304.82
	V122944	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - March 2026	54.50
	V122945	Pacific Office Automation	Copier Lease/Usage February 2026	194.17
	V122946	Eve McMenamy	EM travel reimbursement for AMPO fly-in; Washington DC; 3/17-19	1,001.24
	V122947	Greg Griffin	GG travel reimbursement for AWC Healthy Worksite Summit Lynnwood 3/4-	77.15
	V122948	Lois Bollenback	LB travel reimbursement for GSI fly-in WA DC	742.33
4/17/26	V122949	Spokesman Review	Public Notice TIP Amendment	82.86
	V122950	Washington Trust Bank	Software Subscrptns; Office supplies/equpt.; Virtual Mtg Subscrptn; Staff tri	4,740.52
	V122951	Cycrest Systems	Addition of Sales Tax to voucher V122941 paid 4.3.26 (Mailchimp integration)	28.78
	V122952	WA State Dept of Retirement	Employee DCP payroll contributions: March PP08 2026	1,200.00
	V122953	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-08	772.50
	V122954	AWC Employee Benefit Trust	May '26 Benefit Insurance Premiums	10,702.40
	V122955	EMLVO P.C.	March legal svcs: Board mtg; staff correspondence	600.00
	V122956	WA State Dept of Retirement	OASI Admin fee 2025	25.00
4/28/26	V122957	Kittelson & Associates	Economic Analysis Project thru 3/31/26 - Task 1	2,396.96
	V122958	Comcast	Fiber Services, April 2026	261.80
	V122959	Angela Paparazzo	Reimburse AP travel/perdiem for Bike/Walk/Roll Summit; Wenatchee 4/1-2	330.80
	V122960	APAWA Inland Empire Section	Gold sponsor Inland Empire Chapter APA 2026 Transportation Planning Con	300.00
	V122961	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for May 2026	6,000.30

Vouchers: V122936 - V122961	48,647.63
Reimbursement(s)	
Salaries/Benefits Pay Periods Ending: 3/28/26 & 4/11/26	98,051.25
Spokane County Treasury Monthly SCIP fee - April 2026	31.37
	146,730.25

As of 5/14/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the March 2026 vouchers included in the list in the amount of: **\$146,730.25**



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

Requested Action:

Approval of Resolution 26-12 to adopt the SRTC Electronic Funds Transfer (EFT) Policy.

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.
- This policy has not changed from the version presented to the board in March.

Board/Committee Discussions:

This is the final Board discussion of the Electronic Funds Transfer (ETF) Policy. The EFT Policy draft was presented at the 03/12/2026 Board meeting.

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)

Adopted by the SRTC Board on 05/14/2026

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.

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.



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-12**

APPROVING THE ELECTRONIC FUNDS TRANSFER (EFT) POLICY

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 safeguarding public funds using best financial practices; and

WHEREAS, the SRTC Board is the governing body of SRTC and is responsible for agency policy decisions; and

WHEREAS, in accordance with WA RCW 39.58.750 the WA State Auditor Office prescribes an Electronic Funds Transfer (EFT) policy; and

WHEREAS, EFTs are an efficient way to process financial transactions and policies must be in place to reduce the risks associated with EFTs; and

WHEREAS, an EFT policy establishes secure procedures, segregation of duties, review and approval processes and documentation for a clear audit trail.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby approve the Electronic Funds Transfer Policy.

ADOPTED: 05/14/2026

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: CY 2026 Quarter 1 Budget Update

Requested Action:

Approval of the CY 2026 Quarter 1 Budget Report.

Key Points:

- SRTC develops an annual budget outlining the anticipated revenues and expenditures for the upcoming year. SRTC reports on a cash basis, which provides a snapshot in time of the agency's revenues and expenditures.
- SRTC staff reports quarterly to the Board of Directors on revenue and expenditure for the preceding quarter and year-to-date.
- SRTC began CY 2026 with a cash balance of \$1,104,369 and ended the first quarter of 2026 with a balance of \$1,362,613. Cash balances are normally high early in the calendar year due to an influx of member contributions, which are used throughout the year as matching funds to grants.
- The CY 2026 - First Quarter Budget Report - Summary (**see Attachment**) provides a comparison of the adopted CY 2026 budget and a summary for the First Quarter (Q1) of actual 2026 revenues and expenditures, as well as a column showing 2025 year-to-date revenues/expenses for comparative purposes.
- See **Supporting Information** for additional details of the CY 2026 First Quarter Budget Report.

Board/Committee Discussions:

This is the first Board discussion of the Calendar Year 2026 Quarter 1 Budget Update. The CY 2026 Budget was approved by the Board on 10/09/25.

Public Involvement:

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

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



Topic: CY 2026 Quarter 1 Budget Update

Revenues:

- Through the first quarter (25% of Calendar Year) of CY 2026 (January – March), SRTC collected \$1,346,500; 26% of the anticipated revenues for the year. The Budget-to-Actual calculation does not include the \$669,485 received in 2025 for the WA Dept. of Commerce ETS final grant reimbursement.
- Local Member Contributions through the end of March 31, 2026, are 99% of the budgeted amount.

Expenditures:

Through the first quarter of CY 2026, SRTC spent 1,088,257, or 16% of total anticipated expenditures for the year. The Budget-to-Actual calculation does not include the \$669,485 ETS grant passed through to Avista for completed sites in Q4. Budget categories are as follows:

- Personnel Expenditures: Total personnel expenditures are on track, totaling \$347,322 through Q1, or 22% of the CY 2026 budget amount.
- Contractual and Professional Services: Total services expenditures were \$9,769 year-to-date, or 1.4% of the total budget amount. Professional Services - ETS Grant Work is pass-through funding for the installation of charging stations throughout the region was for 2025 Q4 and not budgeted in 2026. For budget tracking purposes, the \$669,485 ETS expenditure was omitted from the Actual-to-Budget calculation for this category.
- Materials and Services: Total materials & services expenditures were \$23,425 year-to-date or 17% of the total budget amount. A substantial portion of the SRTC Outreach and Education program supplies for CY 2026 were purchased in Q1. The negative balance for Equipment (line 46) reflects a refund for equipment purchased at the end of 2025.
- Travel, Training, and Staff Development (includes and Subscriptions/Memberships): Total expenditures were \$8,353 thru Q1, or 13% of the total budgeted amount. It is anticipated that travel and conference attendance will increase in the remainder of this year.
- IT Operations: Total expenditures were \$29,903 thru Q1, or 27% of the total budgeted amount. Software expense is a timing issue, as ESRI/GIS 2026 subscription/maintenance was paid in Q1 and makes up approximately 50% of the 2026 Software budget.

SRTC CY 2026, Report through March 31, 2026

	CY 2026 Approved	CY 2026		CY 2025 Year-to- Date	CY 2026 % of Budget
		1st Qtr	Year-to- Date		
REVENUES					
SRTC Cash Balance 12/31/25			1,104,369		
Consolidated Planning Grant(CPG-FHWA PL/FTA5303)-FFY26 allocation	1,137,122	135,841	135,841	364,542	12%
CPG carried forward prior year	128,219	128,219	128,219	-	100%
STBG Planning Funds	500,000	89,351	89,351	305,205	18%
Designated Grant - FHWA - Safety Education Campaign	194,000	-	-	-	0%
Designated Grant - STBG I-90 Study	160,000	-	-	-	0%
RTPO (State Planning Funds)	144,651	30,962	30,962	61,101	0%
Designated Grants (Commerce - ETS)	-	669,485	669,485	135,876	0%
Designated Local Funds carried forward	32,466	-	-	-	0%
Local Member Contributions	281,762	280,362	280,362	278,736	99%
SRTC Cash reserve(suite 500 changes & contingencies)	25,000	-	-	-	0%
Spokane County Treasury Interest	30,000	12,282	12,282	7,915	41%
Other 2025 Revenues not in 2026				7,070	0%
TOTAL REVENUES (Received in 2026)	2,633,220	1,346,500	1,346,500	1,160,445	26%
EXPENDITURES					
Personnel					
Salaries	1,204,839	267,237	267,237	252,729	22%
Accrued Leave Payouts \ Unemployment	15,000	-	-	1,199	0%
FICA	93,318	20,613	20,613	19,522	22%
WA State Retirement System	98,000	16,073	16,073	25,211	16%
Insurance / Benefits	196,000	43,399	43,399	36,095	22%
Total Personnel	1,607,157	347,322	347,322	334,757	22%
Contractual and Professional Services					
Legal Services	25,000	2,800	2,800	2,375	11%
Consultants & Professional Svcs	10,000	63	63	19	1%
State Audit Charges	22,000	-	-	-	0%
Consultant Services & Strategic Plan	30,000	-	-	-	0%
Consultant Services & MTP Update / Econ. Analysis	50,000	6,906	6,906	-	0%
Consultant Services & TIP Database	17,378	-	-	-	0%
Consultant Services & Safety Edu Campaign	200,000	-	-	-	0%
Consultant Services & Interstate-90 Study	200,000	-	-	-	0%
Consultant Services & ITS update	75,000	-	-	-	0%
Consultant Services & Transprtatn Funding Stu	58,000	-	-	-	0%
Professional Services - ETS Grant Work	-	669,485	669,485	135,876	0%
Other 2025 consultant services not in 2026				111,932	
Total Contractual and Professional Services	687,378	679,254	679,254	250,201	1%
Materials and Services					
Publications	500	47	47	43	9%
Postage	400	-	-	2	0%
Operating Supplies	5,750	1,963	1,963	4,496	34%
Minor Furniture/Equipment	4,000	(785)	(785)	406	-20%
Telephone	6,910	1,243	1,243	1,126	18%
Advertising	7,200	844	844	347	12%
Rent - Office Space	74,500	18,755	18,755	17,400	25%
Rent - Meeting Rooms	500	-	-	-	0%
Lease - Copier (and usage charges)	2,670	631	631	598	24%
Property and Liability Insurance	24,000	-	-	-	0%
Printing	4,000	639	639	617	16%
Interfund Charges County Treasurer (Fees)	5,110	88	88	56	2%
Total Materials and Services	135,540	23,425	23,425	25,090	17%
Travel, Training, and Staff Development					
Mileage & Parking	2,700	720	720	570	27%
Travel / Training (Staff)	42,700	4,543	4,543	4,153	11%
Educational Speaker Series	5,000	-	-	-	0%
Board/Staff Retreats, Facilitators, Food	3,700	4	4	94	0%
Dues, Subscriptions, and Memberships	11,350	3,086	3,086	3,441	27%
Total Travel, Training, and Staff Development	65,450	8,353	8,353	8,258	13%
IT Operations					
IT Professional Svcs	36,300	4,853	4,853	6,677	13%
Software	44,020	22,737	22,737	20,785	52%
Hardware - New and Replacement; Repairs/Maintenance	18,500	29	29	44	0%
Online Services	13,875	2,284	2,284	1,512	16%
Total IT Services	112,695	29,903	29,903	29,017	27%
Contingency	25,000	-	-	-	-
TOTAL EXPENDITURES (Paid in 2026)	2,633,220	1,088,257	1,088,257	647,323	16%
CASH BALANCE 3/31/26			1,362,613	1,070,182	



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

Requested Action:

Approval of Resolution R-26-13 establishing the calendar year (CY) 2027 SRTC Unified List Project Evaluation Criteria, as shown in the **Attachment**.

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.
- On an annual basis, SRTC applies the [Unified List Project Evaluation Criteria](#) to assess candidate project 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 reviewed and updated the Project Evaluation Criteria to incorporate recent planning work completed through the Horizon 2050 metropolitan transportation plan update. The proposed CY 2027 Unified List Project Evaluation Criteria is included as an **Attachment**.

Board/Committee Discussions:

The CY 2027 Unified List Project Evaluation Criteria was recommended for approval by the Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) at their 04/22/2026 meetings. The draft CY 2027 Unified List process and criteria were presented to the TAC and TTC at their 02/25/2026 meetings, and to the SRTC Board at their 03/12/2026 meeting.

Public Involvement:

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

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



SRTC 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.

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 the region's activity centers.

Question 1 **10 points**

- ▶ 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 Area5 points

Question 2 **5 points**

- ▶ 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 3 **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 **5 points**

- ▶ What is the **forecasted 2050 employment density** of transportation analysis zones (TAZ) within a 0.25-mile buffer of the project?

Question 5 **5 points**

- ▶ Is the project located on the **Freight and Goods Transportation System (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 Transportation Improvement Program (TIP), 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 connectivity* or to facilities identified as most critical† in the SRTC System Resiliency Assessment?

* Areas 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.

† The [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 Vehicles Hours Traveled (VHT)/Vehicle Miles Traveled (VMT)?*

* Relates to SRTC's [Regional Vehicle Miles Traveled Reduction Framework Plan](#).



**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 Transportation Demand Management (TDM) or Transportation Systems Management and Operations (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 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](#)?

- » Specific strategies identified for Tier 1 CMP Corridors in the [CMP Strategies Matrix](#) 10 points
- » Other TDM or operational strategies identified in the CMP Toolkit on a Tier 1 CMP Corridor 8 points
- » Other TDM or operational strategies identified in the CMP Toolkit on a Tier 2 CMP Corridor 6 points
- » Other capacity strategies identified in the CMP Toolkit on a Tier 1 CMP Corridor 4 points
- » Other capacity strategies identified in the CMP Toolkit on a Tier 2 CMP Corridor 2 points

Question 4 **10 points**

- ▶ Does the project improve pavement or bridge condition on the National Highway System (NHS), or contribute 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?



**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** or strategies* 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?

* Please provide supporting documentation (e.g., studies, modeling results, or similar evidence) demonstrating the effectiveness of any identified strategies.

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 rate* of the project area?

* The severity-weighted crash rate represents equivalent property-damage-only (EPDO) crashes per 1 million vehicle miles traveled. It applies weights of 76.8 to fatal and serious injury crashes, and 8.4 to evident or possible injury crashes.



**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)?*

* Examples 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?*

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



**30
Points**

Equity*

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

* Equity is a statewide priority and is applied as a criterion only in SRTC's project evaluation and prioritization in it's role as a state-designated Regional Transportation Planning Organization (RTPO).

Question 1 **10 points**

- ▶ Does the project directly benefit residents in an area of potential disadvantage?

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?

Question 4 **5 points**

- ▶ Does the project provide access or increase transit frequency to/from or within an activity center?



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-13**

APPROVING THE CALENDAR YEAR (CY) 2027 SRTC UNIFIED LIST PROJECT EVALUATION CRITERIA

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 of Directors is the governing body of SRTC and is responsible for establishing agency policy; and

WHEREAS, the SRTC Unified List is developed by the SRTC Board in cooperation with the SRTC Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) to strategically identify and advance regional transportation priorities for state and federal funding opportunities; and

WHEREAS, the CY 2027 SRTC Unified List Project Evaluation Criteria have been developed and reviewed by the SRTC Board of Directors, TTC, and TAC.

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board of Directors hereby approves the CY 2027 SRTC Unified List Project Evaluation Criteria.

ADOPTED: 05/14/2026

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: Ryan Stewart, Principal Transportation Planner
Topic: City of Millwood Comprehensive Plan Update Certification

Requested Action:

Approval of Resolution R-26-14 certifying the City of Millwood 2026-2046 Comprehensive Plan Update.

Key Points:

- The City of Millwood adopted its 2026-2046 Comprehensive Plan Periodic Update on 11/12/25.
- The SRTC Board adopted the Comprehensive Plan Certification Process update on 01/08/26.
- The City of Millwood provided a complete comprehensive plan certification checklist on 01/21/26.
- SRTC staff have reviewed the City's Comprehensive Plan transportation element and the complete checklist.
- SRTC staff find that the City's transportation chapter and other related elements are consistent with the Regional Transportation Plan, Horizon 2050.
- SRTC staff find that the City's transportation element meets the other requirements as detailed in the SRTC Comprehensive Plan Certification Process.
- Please see the **Attachment** for more details.

Board/Committee Discussions:

The City of Millwood 2026-2046 Comprehensive Plan Update was unanimously recommended for Board certification by the Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC) at their 04/22/2026 meetings.

Public Involvement:

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

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

Review Checklist

The checklist will be used to conduct and document the certification of comprehensive plan related to 1) conformity with the GMA transportation element content requirements and 2) consistency with the adopted RTP. If “no” is checked for any criterion, additional coordination with the applicant/agency will occur to document and resolve any outstanding issues.

Applicant/Agency: City of Millwood				
Type of Review: Comprehensive Plan <input type="checkbox"/> Periodic Update Amendment		Millwood's Comprehensive Plan Periodic Update (minus the Climate Change & Resiliency Element) was adopted on November 12, 2025. The Climate Change & Resiliency Element is anticipated to be adopted in March 2026.	Date of Submission: 1/21/26 Anticipated Date of Plan Adoption: 11/12/25	
Contact Person: Amanda Tainio, Contract City Planner - planner@millwoodwa.us Email:				
Regional Consistency and GMA Conformity The checklist will be used to assess and document for conformity with the GMA transportation element content requirements and consistency with the adopted regional transportation plan (RTP).				
Checklist Criteria	Agency Response		Plan Page #	SRTC Comments
1. Was the update coordinated with neighboring jurisdictions and tribes (if applicable) and regional transportation agencies? <i>RCW 36.70A.100</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, check all the apply: <input checked="" type="checkbox"/> WSDOT <input checked="" type="checkbox"/> STA <input type="checkbox"/> Kalispel Tribe of Indians <input checked="" type="checkbox"/> Spokane Tribe of Indians & CdA Tribe <input checked="" type="checkbox"/> SRTC & Adjacent Jurisdictions <input checked="" type="checkbox"/> Felts Field, Utility & Service Providers		If no, please provide explanation: Page 185	11.2 GMA Requirements
2. Is the plan consistent with relevant countywide planning policies? <i>RCW 36.70A.100</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		If no, please provide explanation: Page 92,	Chapter 8 Transportation Element, 8.2 GMA Requirements
3. Does the plan (or plan update/amendment) support the SRTC RTP Guiding Principles and policies?	<input checked="" type="checkbox"/> Economic Vitality <input checked="" type="checkbox"/> Cooperation & Leadership <input checked="" type="checkbox"/> Stewardship System <input checked="" type="checkbox"/> Operations, Maintenance, & Preservation <input checked="" type="checkbox"/> Safety & Security <input checked="" type="checkbox"/> Choice & Mobility <input checked="" type="checkbox"/> Quality of Life		If no, please provide explanation: Page 95	8.3 Transportation Studies, Horizon 2050
4. Does the transportation element include an inventory of air, water, and ground transportation facilities and services, including state-owned transportation facilities? <i>RCW 36.70A.070(6)(a)(iii)(A)</i> <i>WAC 365-196-430</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		If no, please provide explanation: Page 98	8.4 Transportation Choices and Modes

Checklist Criteria	Agency Response		Plan Page #	SRTC Comments
5. Is the transportation element consistent with the land use element including land use assumptions, population forecasts and planning periods? <i>RCW 36.70A.070(6)</i> <i>WAC 365-196-430 (1) (a)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 114	8.7 Transportation Forecast
6. Are travel demand management (TDM) strategies included? <i>RCW 36.70A.070(6)(a)(vi)</i> <i>WAC 365-196-430(2)(i)(i)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 115	8.7 Transportation Forecasts
7. Is there an active transportation component that addresses and encourages mode choice and alternatives to driving alone? <i>RCW 36.70A.070(6)(a)(vii)</i> <i>WAC 365-196-430(2)(j)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 112-113	8.6 Level of Service Standards
8. Do bicycle and pedestrian-supportive policies, programs, and projects address SRTC's Regional Bicycle Route Priority Network?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 100	8.4 Transportation Choices and Modes, Bicycle & Pedestrian Infrastructure (Active Transportation)
9. Do the land use and transportation elements address and plan for freight mobility and accessibility on the corridors within SRTC's Regional Freight Priority Network?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 93	8.3 Transportation Studies
10. Does the land use element support increased urban densities and transportation-efficient development and redevelopment?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 49	Chapter 5 Land use Element
11. Does the plan address an ADA transition plan that includes a program to address deficiencies and obstacles that limit accessibility, methods to make facilities accessible, an implementation schedule, and identification of public officials responsible for plan? <i>RCW 36.70A.070(6)(a)(iii)(G)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 101-105	Table 8-1: City of Millwood Sidewalk Inventory
12. Does the transportation element address how transportation investments are equitably made? <i>RCW 36.70A.070(6)(a)(i) and (iii)(E)</i> <i>WAC 365-196-430(2)(f)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 95 & 98	8.3 Transportation Studies, Horizon 2050; 8.4 Transportation Choices and Modes
13. Does the transportation element demonstrate how system investments will reduce the number of traffic fatalities and serious injuries? <i>WAC 365-196-430 (2)(b)(i)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 93	8.3 Transportation Studies
14. Does the plan include a forecast of multimodal transportation needs for a minimum of 10 years? <i>RCW 36.70A.070(6)(a)(i) and (iii)(E)</i> <i>WAC 365-196-430(2)(f)</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 98	8.4 Transportation Choices and Modes

Checklist Criteria	Agency Response		Plan Page #	SRTC Comments
SEPA Infill and Housing Development Categorical Exemption				
15. Is an Infill and Housing Development Categorical Exemption is being requested per <u>RCW43.12C.229?</u>	<input type="checkbox"/> Yes, see questions 16 and 17 <input checked="" type="checkbox"/> No		N/A	Question 15 marked as "No"
16. Does the environmental analysis address the proposed use or density and intensity of use and analyze multimodal transportation impacts, including impacts to neighboring jurisdictions, transit facilities, and the state transportation system?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		N/A	Does not apply - Question 15 marked as "No"
17. Is consultation with WSDOT on impacts to state-owned transportation facilities clearly documented, including any necessary mitigation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		N/A	Does not apply - Question 15 marked as
Multimodal Level of Service (See Attachment A for MMLOS Evaluation Methodology)				
18. Does the plan address multimodal levels of service (MMLOS) standards for all locally owned transportation facilities and transit routes? <u>RCW 36.70A.070(6)(a)(iii)(B) and (C), WAC 365-196-430</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 98	8.4 Transportation Choices and Modes
19. Does the plan reference WSDOT MMLOS standards for the HSS and SRTC's MMLOS standards for the Non-HSS state highways? <u>RCW 36.70A.070(6)(a)(iii)(B) and (C), WAC 365-196-430</u>	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If no, please provide explanation: WSDOT MM	N/A	There are No Highways in Millwood
20. Does the transportation element describe the plan's ability to meet local, regional and state MMLOS standards? Does the plan identify specific actions to bring transportation facilities and services to the established MMLOS if they do not meet standards? <u>RCW 36.70A.070(6)(a)(iii)(D), WAC 365-196-430</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 98, 112	8.4 Transportation Choices and Modes; 8.6 Level of Service Standards
Climate				
21. Does the transportation element include goals and policies to support reductions in greenhouse gas emissions and per capita vehicle miles traveled (VMT)? <u>RCW 36.70A.070(9)</u>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If no, please provide explanation: N/A for City	N/A	N/A Does not meet the population requirement.
22. Does the resiliency element include goals and policies to improve climate preparedness, response and recovery efforts? <u>RCW 36.70A.070(9)</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>Included in Part 2</i>	If no, please provide explanation:	Page 225	Chapter 12 Climate Change &
Finance Plan				
23. Does the plan include an analysis of the capability to fund identified need? <u>RCW 36.70A.070(6)(a)(vi)</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 119	8.9 Funding

<u>WAC 365-196-430(2)(i)(i)</u>				
24. Does the plan include a multi-year financing plan based on the identified needs identified? <u>RCW 36.70A.070(6)(a)(iv)(B)</u> <u>RCW 35.77.010</u> <u>WAC 365-196-430(2)(k)(ii)</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 119	8.9 Funding
25. Does the plan discuss probable funding short falls in meeting identified needs and how additional funding will be secured, or how land use assumptions will be reassessed to meet MMLOS standards? <u>RCW 36.70A.070(6)(a)(iv)(A)</u> <u>WAC 365.196-430(2)(k)(iv)</u>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If no, please provide explanation:	Page 119	8.9 Funding



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-14**

CERTIFYING THE CITY OF MILLWODD 2026-2046 COMPREHENSIVE PLAN UPDATE

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 Washington State Growth Management Act requires that RTPOs certify that the transportation elements of jurisdictions' comprehensive plans and the countywide planning policies are consistent with the regional transportation plan, Horizon 2050; and

WHEREAS, the Washington State Growth Management Act requires that RTPOs certify that the comprehensive plans and countywide planning policies meet the requirements of RCW 36.70A.070; and

WHEREAS, the SRTC Comprehensive Plan Certification Process Update was developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation (WSDOT), and Spokane Transit Authority (STA), and with input from members of the public; and

WHEREAS, the SRTC Comprehensive Plan Certification Process Update was adopted by Resolution R-26-03 by the SRTC Board on 01/08/26; and

NOW, THEREFORE BE IT RESOLVED, that the SRTC Board certifies the City of Millwood 2026-2046 Comprehensive Plan Update.

ADOPTED: 05/14/2026

ATTEST

Anadia Grier
SRTC
Clerk of the Board

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



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

Requested Action:

Approve Resolution R-26-15 adopting the April amendment to the 2026-2029 Transportation Improvement Program.

Key Points:

- There is 1 project included in the April amendment to the CY 2026-2029 TIP. See the **Attachment** and **Supporting Information** for more details.
- The City of Spokane has returned an SRTC preservation award for the following two projects: Ash St. Grind and Overlay, Monroe St. Grind and Overlay.
 - The City of Spokane received an external grant award that had previously been identified to SRTC as a potential funding opportunity. This change was anticipated due to the concurrent timing of the SRTC Call for Projects and the WSDOT NHS Asset Management grant process.
- Following the return of funds, the City of Spokane had the next five highest-scoring projects on the 2025 Call for Projects Preservation Contingency List and identified the Crestline St. Chip Seal project as its preferred funding recipient. This process is outlined in TIP Guidebook Policy 6.8. See **Attachment 2** for the full 2025 Call for Projects - Preservation Contingency List and the associated funding transfer amounts.
- Per TIP Guidebook Policy 3.6, SRTC staff are seeking retroactive approval for this April amendment due to the cancellation of the April 2026 Board of Directors meeting.

AGENCY

City of Spokane

PROJECT

Crestline St. Chip Seal - Illinois to Francis

Board/Committee Discussions:

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

Public Involvement:

The proposed April amendment was available for public review and comment from 03/16/26 through 03/25/26. Notice was published in the Spokesman Review and posted on the SRTC website and social media on 03/16/26. There were no comments received for this cycle.



2026-2029 Transportation Improvement Program April Amendment (26-04)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane WA-16959	Crestline St. Chip Seal - Illinois to Francis (NEW) New project being added to the TIP from the contingency list. Two other City of Spokane projects received funds through the NHS Asset Management Program and the remaining SRTC awarded funds were transferred to this project, which was next on SRTC's contingency list. Pavement chip seal including pavement crack seal and limited full depth pavement repair.	Federal (STBG)	\$1,350,000
		State	\$0
		Local	\$1,332,000
		Total	\$2,682,000

STBG-Surface Transportation Block Grant



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

**SRTC 2027-2029 Program of Projects - Preservation
(Contingency List)**

Agency	Project Name	Final Score as %	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane	Ray St. - 18th Ave. to 29th Ave. Grind & Overlay	92%	\$1,219,474	CN	\$0
Spokane	Monroe St. - Maxwell Ave. to Indiana Ave. Grind & Overlay	90%	\$955,591	CN	\$534,794
Spokane	Sprague Ave. - Stone St. to Freya St. Grind & Overlay	89%	\$1,350,000	CN	\$0
Spokane	29th Ave. - High Dr. to Grand Blvd. Grind & Overlay	86%	\$1,350,000	CN	\$0
Spokane	Crestline St. Illinois Ave. to Francis Ave. Chip Seal	84%	\$1,350,000	CN	\$0
Spokane Valley	32nd Preservation (Pines to SR27)	75%	\$1,350,000	CN	\$0
Cheney	Salnave Road Preservation Project	54%	\$1,241,100	CN	\$716,009

Legend:

	Funded by external grant awards
	Requested project to fund

Funding Change Details

Project Title	Funding Change
Ash St. - Boone to NW Blvd G&O	(\$1,019,567)
Monroe St. - Maxwell to Indiana G&O	(\$534,794)
Crestline St. - Illinois to Francis Chip Seal	\$1,350,000
Total Funding Returned to SRTC:	\$204,361



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

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 April 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 April amendment will be incorporated into the STIP on or around 05/15/2026.



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-15**

**ADOPTING THE CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -
APRIL 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 April 2026 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: 05/14/2026

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: Benjamin Kloskey, Associate Transportation Planner II
Topic: Safe Streets and Roads for All (SS4A) Grant Application for FFY 2026

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is exploring potential project applications for the FFY 2026 round of funding for the Safe Streets and Roads for All (SS4A) program.
 - Applications are due by May 26th, 2026.
- SRTC has been collaborating with the TIP Working Group and both committees to understand what potential projects will bring the most value to the region. Amongst the potential ideas were: Quick builds, regional sidewalk inventory, and speed mitigation technologies.
- Several local agencies are currently applying for their own SS4A grants:
 - City of Spokane
 - Airway Heights
 - Spokane County
 - University District PDA
- With no single proposal garnering region-wide interest, SRTC staff propose re-applying for the AI Cameras project, which was submitted during the FFY 2025 SS4A round. The project would collect data to better understand safety issues and solutions at high-traffic intersections.

Board/Committee Discussions:

The Transportation Technical and Advisory Committees had robust discussions on this topic at their April 2026 meetings. The TTC did not express significant interest in any of the proposed grant applications, except for mild interest in a sidewalk inventory. The TAC expressed interest in speed mitigation and quick build solutions, and expressed interest in pursuing traditional data collection methods. This is the first discussion regarding the SS4A FFY 2026 application cycle with the Board.

Public Involvement:

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

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



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: Office Lease: Continued Use of the Riverside Conference Room

Requested Action:

None. For information and discussion.

Key Points:

- The current amended lease agreement, executed 6/1/2024, allowed SRTC to use Suite 504 at no cost for two years, with the option of leasing Suite 504 starting 6/1/2026.
- In discussion with Paulsen Center property management, it is being recommended that Suite 504 (the Riverside Room) be made available for hourly rent as a meeting room to be managed by the Paulsen Center.
- Under an MOU Agreement SRTC will receive a discounted rate of \$50/hour and have calendar scheduling rights for regularly scheduled board meetings.
- Paulsen Building Management has the right to lease Suite 504 if it finds a tenant.
- SRTC will hold advisory committee meetings in Suite 500, Selkirk room.
- Suite 500 lease expires 5/31/31.

Board/Committee Discussions:

This is the first Board discussion of the Office Lease Amendment and continued use of Suite 504 (Riverside Room). The current office lease was approved by the board at the 3/14/2024 Board meeting.

Public Involvement:

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

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



MEMORANDUM OF UNDERSTANDING BETWEEN DIAMOND PLAZA LLC AND SPOKANE REGIONAL TRANSPORTATION COUNCIL

1. Parties. This Memorandum of Understanding (hereinafter referred to as “MOU”) is made and entered into by and between Diamond Plaza LLC whose address is 421 W. Riverside Ave., Ste. 204, Spokane, WA 99201, and the Spokane Regional Transportation Council (SRTC), whose address is 421 W. Riverside Ave., Ste. 500, Spokane, WA 99201. The Parties previously entered into a Lease Agreement on July 10, 2015, a First Amendment to Lease on November 18, 2016, and a Second Amendment to Lease on March 5, 2024 (collectively the “Lease”). This MOU is intended to supplement the Lease, and replace and supersede all Lease provisions related to the use of Suite 504.

2. Purpose. The purpose of this MOU is to establish the terms and conditions under which SRTC will utilize Suite 504, a conference room, following expiration of the Lease term on May 31, 2026. Beginning June 1, 2026, Diamond Plaza LLC intends to allow other groups to utilize Suite 504 as a meeting room for a fee.

3. Term of MOU. This MOU is effective on June 1, 2026. This MOU may be terminated, without cause, by either party upon ninety (90) days’ written notice, which notice shall be provided as required by the Lease.

4. Responsibilities of Diamond Plaza LLC. Diamond Plaza LLC will provide an electronic calendar for reserving Suite 504. SRTC shall be responsible for booking the meetings on the calendar via the website www.paulsencenter.com. Diamond Plaza LLC will give first and priority access to SRTC for reserving Suite 504 for SRTC monthly Board meetings, which generally occur on the second Thursday of each calendar month, but may be moved from time to time. Upon notice from SRTC that a monthly Board meeting must be rescheduled, Diamond Plaza LLC will use its best efforts to accommodate SRTC’s use of Suite 504 over that of other groups. For SRTC’s actual use of Suite 504, Diamond Plaza LLC will charge SRTC a discounted rate of \$50/hour.

5. Responsibilities of SRTC. SRTC commits to reserving Suite 504 on the second Thursday of each month from 12:00 (noon) until 3:00 pm for regular meetings of the SRTC Board. SRTC will provide at least two (2) weeks’ notice if a

future Board meeting is to be cancelled or otherwise rescheduled, unless the Parties agree otherwise. In the event SRTC notifies Diamond Plaza LLC of a cancelled Board meeting, SRTC shall not incur any charge. If SRTC requires extra furniture for a meeting in Suite 500 it will coordinate with the Suite 504 reservation calendar and return the furniture following the meeting. SRTC will strive to keep Suite 504 tidy following any SRTC meetings.

6. Limitation of Liability. Diamond Plaza LLC will not hold SRTC responsible or liable for any other group's use of Suite 504, including but not limited to any misuse or damage to any furniture and equipment in Suite 504 (including but not limited to meeting tables & chairs, A/V equipment including overhead laser projector and mounted wall screen, WIFI public access point).

7. General Provisions

A. Amendments.

Either party may request changes to this MOU. Any changes, modifications, revisions or amendments to this MOU which are mutually agreed upon by and between the parties to this MOU shall be incorporated by written instrument, and effective when executed and signed by all parties to this MOU.

B. Applicable Law.

The construction, interpretation and enforcement of this MOU shall be governed by the laws of the State of Washington. The courts of the State of Washington shall have jurisdiction over any action arising out of this MOU and over the parties, and the venue shall be Spokane County, Washington State.

C. Entirety of Agreement.

This MOU represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations and agreements, whether written or oral.

D. Severability.

Should any portion of this MOU be judicially determined to be illegal or unenforceable, the remainder of the MOU shall continue in full force and effect, and either party may renegotiate the terms affected by the severance.

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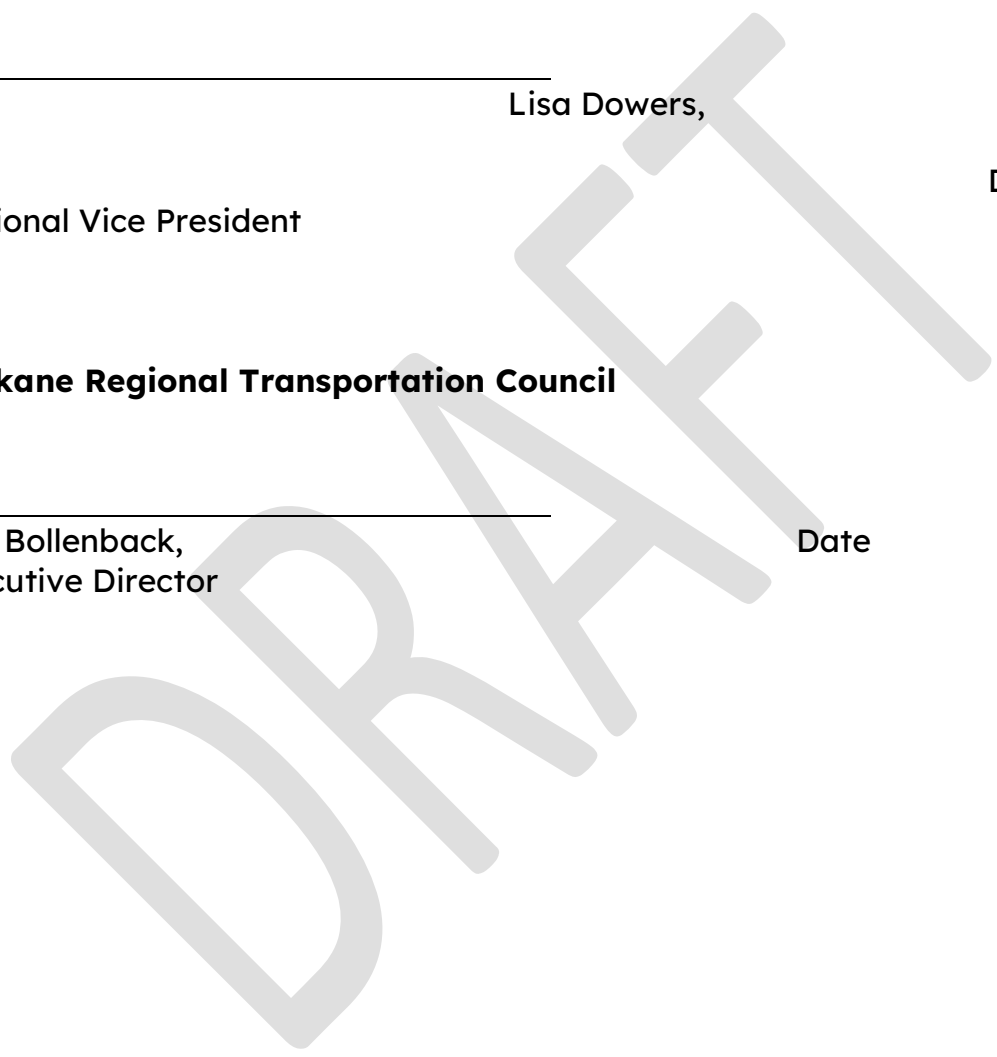
8. Signatures. In witness whereof, the parties to this MOU through their duly authorized representatives have executed this MOU on the days and dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

DIAMOND PLAZA LLC

Lisa Dowers,
Regional Vice President
Date

Spokane Regional Transportation Council

Lois Bollenback,
Executive Director
Date





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 GSI’s Annual State of the Region event (4/19), hosted an information booth at the Annual Bike Swap (5/18/2026), participated in the GSI Fly-In to Washington DC (5/21-24), and was interviewed by KXLY news (5/17).
- SRTC’s draft Coordinated Public Transit - Human Services Transportation Plan will be released for public comment starting on May 26th and will be accepting comments until June 16th. The draft will be presented to SRTC advisory committees on May 27th and to the SRTC Board at their next meeting on June 11th for feedback or input.

Please ***join SRTC staff*** at upcoming events, including a **Transportation Open House** at the Spokane Central Library on May 21st at 5:30 pm, or at **Felts Field Neighbors Day** on May 30th.

Transportation Funding – Awards & Opportunities

- Airway Heights received a \$2 million award from the Sandy Williams Connecting Communities (SWCC) Pilot Program utilizing Climate Commitment Act (CCA) funds, and Spokane Valley received a \$4 million Congressionally Directed Spending award for the Bigelow-Sullivan Corridor: Sullivan & Trent Interchange Project.

Grant Program	Close Date	Available Funding	Agency
Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)	June 22, 2026	\$ 2 billion (FY 2025 & 2026)	FRA
Safe Streets & Roads for All (SS4A)	May 26, 2026	\$9.9 million	USDOT
Building Resilient Infrastructure and Communities (BRIC)	July 23, 2026	\$ 1 billion (FY 2024 & 2025)	DHS--FEMA
Bridge Investment Program (BIP)	TBD	TBD	USDOT

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



Transportation Technical Committee 04/22/2026

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the February TTC meeting minutes, was approved.

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

CY 2027 UNIFIED LIST PROCESS & CRITERIA - FINAL

Mr. Fletcher presented the proposed CY 2027 Unified List evaluation process and criteria, explaining that the list identifies regionally significant projects ready for funding and bridges the long-range MTP and the short-range TIP. He outlined the annual timeline and proposed updates to scoring criteria, along with refinements based on prior feedback.

Mr. Jackson made a motion to recommend Board approval of CY 2027 Unified List Process & Criteria as presented. Ms. Note seconded the motion. The motion was passed unanimously.

REQUEST TO SHIFT FUNDING: CONTINGENCY LIST PROCESS AND CY 2026 TIP APRIL AMENDMENT RECOMMENDATION

Mr. Stewart presented a request for retroactive Board approval of the April TIP amendment, including shifting contingency list funding to the Crestline Street Chip Seal project in accordance with SRTC policy. During discussion, members asked about project scope and cost, noting higher costs due to urban project complexities, before advancing the recommendation for Board approval.

Mr. Jackson made a motion to recommend retroactive Board approval of the CY 2026 TIP April Amendment and Approval of the Contingency List Process to Move Funding to the Crestline St. Chip Seal Project as presented. Ms. Note seconded the motion. The motion was passed unanimously.

SCOPE CHANGE: CITY OF SPOKANE - SUNSET HIGHWAY BIKE PATH

Mr. Stewart presented a scope change request for the Sunset Highway Bike Path project, seeking TTC concurrence following Executive Director approval, with final Board approval to occur through a future TIP amendment. The request would shift surplus funds from the easterly segment to complete construction of the westerly segment.

The Transportation Technical Committee concurred with the SRTC Executive Director's approval of the request for a scope change for the City of Spokane's Sunset Highway Bike Path Project.

SCOPE CHANGE: CITY OF CHENEY - PURCHASE OF ELECTRIC VEHICLES AND CHARGING STATION FOR MAINTENANCE FLEET

Mr. Stewart presented a scope change request for the City of Cheney's fleet electrification project, seeking TTC concurrence following Executive Director approval under Policy 3.1. The change would replace unavailable electric pickup trucks with additional utility task vehicles and charging infrastructure, maintaining eligibility for Carbon Reduction Program funding while supporting operational needs.

The Transportation Technical Committee concurred with the Executive Director's approval of the scope change for the City of Cheney's Purchase of Electric Vehicles and Charging Station for Maintenance Fleet.

SCOPE CHANGE: CITY OF SPOKANE VALLEY - SULLIVAN RD PRESERVATION PROJECTS

Mr. Stewart presented a scope change request for the Sullivan Road Preservation Projects, restructuring the project into two phases while maintaining the overall goals and funding eligibility. The change allows coordination with planned nearby construction, adding select intersections back into the project and delaying a portion of work to improve efficiency and avoid rework.

The Transportation Technical Committee concurred with the Executive Director's approval of the scope change for the City of Spokane Valley's Sullivan Rd Preservation Projects.

CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT - MAY 2026

Mr. Stewart presented the May 2026 amendment to the 2026-2029 TIP, which includes six changes—five amendments to existing projects and one new project—and requested a recommendation for Board approval. The amendment incorporates previously discussed updates, including the addition of the Crestline Street project, scope changes to Sullivan Road and Sunset Highway, and other funding and project adjustments.

Mr. Weathers made a motion to recommend Board approval of the CY 2026-2029 Transportation Improvement Program (TIP) Amendment – May 2026 as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.

CITY OF MILLWOOD COMPREHENSIVE PLAN CERTIFICATION

Mr. Stewart presented a request to certify the City of Millwood's Comprehensive Plan update, confirming it is consistent with regional and state requirements. Following staff review and coordination with the City, the committee was asked to recommend Board approval of the certification.

Mr. Jackson made a motion to recommend Board approval of the City of Millwood's Comprehensive Plan Certification as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT APPLICATION FOR FFY 2026

Mr. Lien presented an overview of the SS4A grant opportunity, including a potential regional quick-build safety project concept, and requested committee feedback. Members discussed concerns and alternative ideas, including a regional sidewalk inventory, as staff refines a proposal for the upcoming Board discussion and application.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Fletcher announced that beginning in June, Transportation Technical Committee meetings will move to the Selkirk Room in the SRTC office due to lease changes. He noted the space can accommodate in-person attendance and encouraged members to attend in person when possible.



Transportation Advisory Committee 04/22/2026

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the February TAC meeting minutes and the April and May 2026 TIP Amendments to the CY 2026-2029 TIP, was approved.

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

CY 2027 UNIFIED LIST PROCESS & CRITERIA - FINAL

Mr. Fletcher presented the CY 2027 Unified List process and updated evaluation criteria, emphasizing its role in advancing regional transportation priorities and aligning projects from long-range planning through implementation. Board approval is expected in May, project submittals in June, and draft list review in August.

Mr. Braaten made a motion to recommend Board approval of CY 2027 Unified List Process & Criteria as presented. Mr. Vose seconded the motion. The motion was passed unanimously.

CITY OF MILLWOOD COMPREHENSIVE PLAN CERTIFICATION

Mr. Stewart presented the City of Millwood's Comprehensive Plan update for certification, noting that staff found the transportation and land-use elements consistent with regional and state requirements. Committee discussion clarified the scope of certification, use of a locally developed checklist, and public involvement efforts.

Ms. Winkler made a motion to recommend Board approval of the City of Millwood's Comprehensive Plan Certification as presented. Mr. Aranda seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT APPLICATION FOR FFY 2026

Mr. Lien provided an overview of the SS4A funding opportunity and outlined potential application strategies, including implementing or enhancing the region's Safety Action Plan, as well as project concepts such as quick-build demonstrations and programmatic safety improvements. Committee feedback emphasized the need for clearly defined, competitive proposals that prioritize measurable safety outcomes, leverage partnerships and existing data, and staff will continue refining an application for Board consideration ahead of the May deadline.

LEGISLATIVE ACTIVITY (FEDERAL)

Ms. McMenamy provided a federal legislative update, highlighting the impending expiration of the Bipartisan Infrastructure Law, ongoing reauthorization efforts, and key funding and policy issues, including Highway Trust solvency, funding distribution, and implementation delays. Committee discussion emphasized the uncertainty of the federal process and the importance of continued engagement with congressional representatives to advocate for regional transportation priorities and navigate funding challenges.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Fletcher announced that beginning in June, committee meetings will move to the Selkirk Room in Suite 500 due to lease terms. He noted the new space can still accommodate attendees and encouraged continued in-person participation.