



**Spokane Regional
Transportation Council**

Transportation Technical Committee Meeting

Wednesday, June 24, 2026

 www.srtc.org

 509-343-6370

 421 W Riverside Ave, Suite 500
Spokane, WA 99201



Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) – Final Draft

**Benjamin Kloskey
Associate Transportation Planner II**

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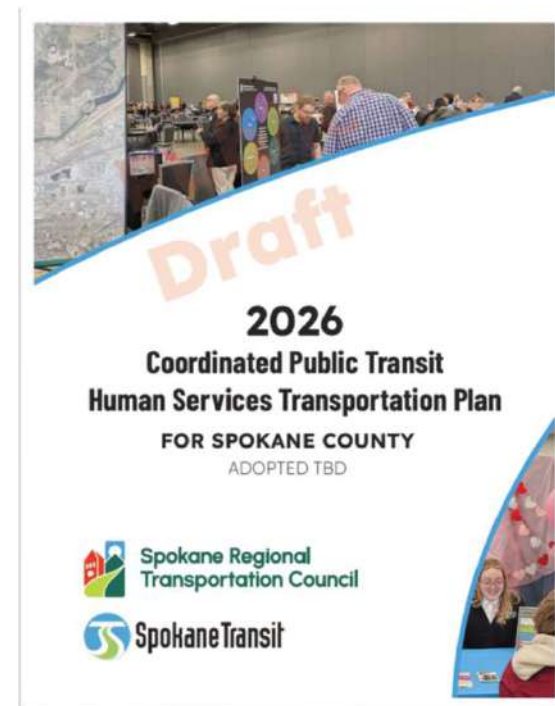


Requested Action

Recommend Board approval of the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan.

Plan Overview

- 2026 Update to CPT-HSTP
 - Previous plan: 2022
- Plan Goals
 - Identify service gaps
 - Funding opportunities
 - Increase awareness
- Community Engagement
 - Survey, open house, etc.



Draft Plan Timeline

Development Schedule	Dec. 2025	January	February	March	April	May	June	July
Graphics and Text								
Outreach		Stakeholder Meeting		Stakeholder Meeting		Stakeholder Meeting Open House		
Public Comment						May 26 th → June 16 th		
Committee Presentations						Draft	Final Draft Approval	
Board Presentations							Draft	Final Draft Approval

Plan Structure

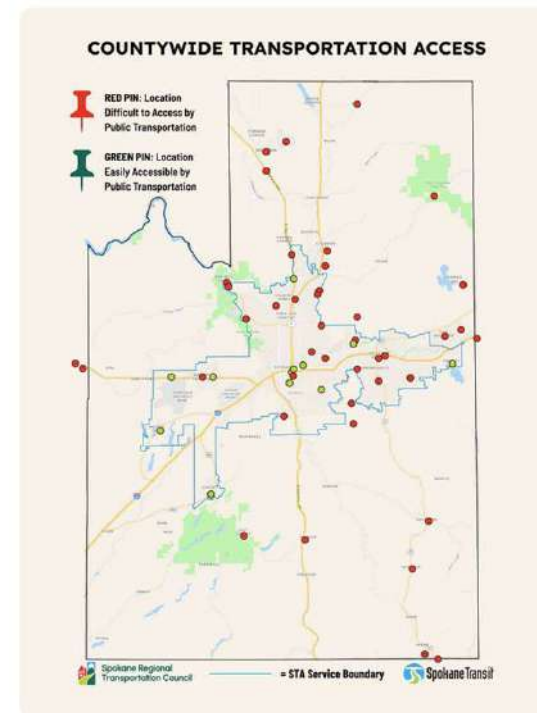
- Sections:
 - **1-Introduction**
 - **2-Regional Context**
 - **3-Current Services**
 - **4-Outreach and Community Feedback**
 - **5-Strategies and Priorities**
 - **6-Emergency Management**
 - **7-Conclusion**

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Key Changes from 2022

- Comment “Bubbles”
- Area Profiles
- Strategies and Priorities
- Outreach Approach



Requested Action

Recommend Board approval of the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan.

Questions

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SRTC Data Program Development

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Project Overview

- ▶ **Identify SRTC's core data products (internal + external)**
 - › GIS layers + datasets
 - › Maps, dashboards + other visualizations
 - › Modeling + analysis tools
 - › Reports + documentation
- ▶ **Create a data inventory to:**
 - › Catalog core data products
 - › Improve tracking + management

Defining a Data Product

- ▶ A dataset or derived information asset—such as a GIS layer, map, dashboard, model, or database—that is created, curated, and maintained for use in SRTC analysis, planning, decision-making, or reporting.

SRTC Data Program Development Project Scope + Schedule

Project Tasks	2026												2027					
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
1. Inventory Core Data Products																		
1.1 Develop project schedule + scope + deliverables																		
1.2 Identify core internal data products																		
1.3 Identify core external data products																		
1.4 Develop data inventory																		
2. Design Data Program Framework																		
2.1 Identify data collection + processing requirements																		
2.2 Map update schedules for core internal data products																		
2.3 Map update schedules for core external data products																		
2.4 Develop SRTC Data Atlas																		
3. Identify Data Needs																		
3.1 Identify and inventory gaps + needs in internal data products																		
3.2 Identify + inventory gaps + needs in external data products																		
3.3 Identify + inventory new data products related to upcoming UPWP tasks																		
3.4 Prioritize potential new data products to address identified needs																		

Task 1: Inventory Core Data Products

- ▶ **Identify SRTC's core data products (internal + external)**
 - › GIS layers + datasets
 - › Maps, dashboards + other visualizations
 - › Modeling + analysis tools
 - › Reports + documentation
- ▶ **Create a data inventory to:**
 - › Catalog core data products
 - › Improve tracking + management

Task 2: Design Program Framework

- ▶ Document workflows + procedures
- ▶ Establish update schedules + maintenance cycles
- ▶ Identify related work dependencies
- ▶ Align data + planning timelines
- ▶ Define governance + stewardship roles
- ▶ Develop archiving + sharing guidelines

Task 3: Identifying Data Needs

- ▶ **Evaluate gaps in existing data products**
- ▶ **Identify data needs to:**
 - › **Meet MPO/RTPO requirements + responsibilities**
 - › **Strengthen SRTC planning + decision-making**
 - › **Improve information for stakeholders + the public**
 - › **Support member agency needs**
- ▶ **Prioritize identified data needs + opportunities**

Next Steps

- ▶ **Finalize data inventory**
- ▶ **Develop workflow documentation guides**
- ▶ **Data needs prioritization workshop later this year (Fall 2026)**

Questions?

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Critical Urban and Rural Freight Corridors Update

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Overview

- ▶ **WSDOT has asked MPOs and RTPOs to review and update Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CURC) designations within their regions.**
- ▶ **This follows the National Highway Freight Program (NHFP) project selection process that occurred earlier this year.**
 - › **Projects awarded NHFP funds must be on the National Highway Freight Network (NHFN).**

CUFC/CRFC Designation

- ▶ **One of four key components of the NHFN:**
 - › **Primary Highway Freight System (PHFS)**
 - › **Other Interstate portions not on the PHFS**
 - › **CUFC**
 - › **CRFC**
- ▶ **Subject to mileage cap established by the Bipartisan Infrastructure Law (BIL).**
- ▶ **Designation allows use of NHFP formula funds and INFRA programs for eligible freight projects.**

CUFC/CRFC Requirements

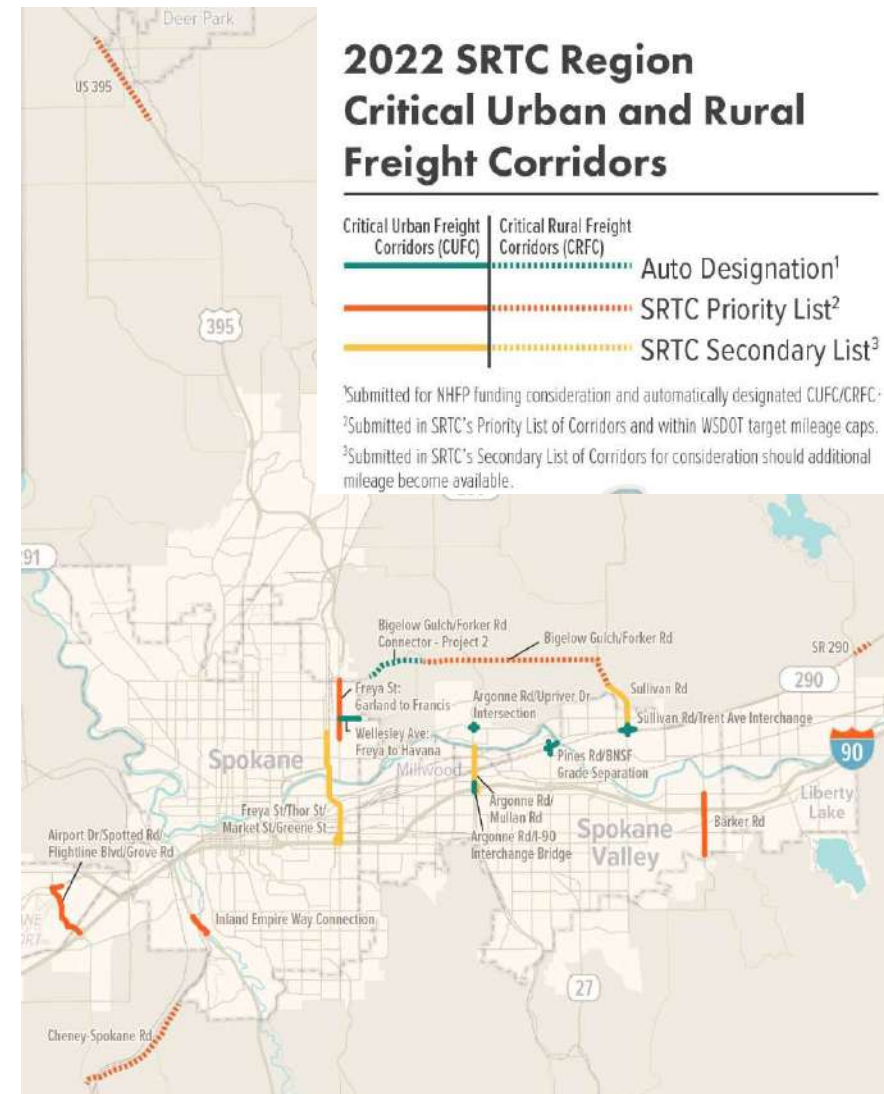
- ▶ **Proposed new segments should:**
 - › Support projects anticipated to seek federal freight funding (INFRA or similar program) within the next 4 years
 - › Be on public roadways
 - › Have a connection to freight transportation through at least one of the following:
 - Located on the existing Freight and Goods Transportation System (FGTS)
 - Provide a connection to major freight facilities
 - Demonstrated importance to regional or statewide freight movement with supporting, verifiable data

WSDOT's Designation Process

- ▶ **Project-driven approach (as it was in 2022)**
 - › Projects awarded NHFP funds automatically designated
- ▶ **New CUFC additions must come from de-designations due to mileage cap**
- ▶ **New CRFC designations proposed by MPOs/RTPOs**
 - › ~124 CRFC miles remain
- ▶ **Proposed changes due to WSDOT by August 10, 2026**

Previous SRTC Process

- ▶ In 2022, the region submitted corridors for CUFC/CRFC consideration using the following criteria:
 - › Corridors w/projects included in the 2022 SRTC NHFP Regional Priority Freight Projects list
 - › Other projects submitted to SRTC for consideration but not included in the final list
 - Prioritized by their NHFP process score



FFY 2027–2032 NHFP

Regional Freight Priority Projects List

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

Questions?

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Transportation Improvement Program (TIP) Annual Obligation Report

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Obligation Definitions

- **Obligation**

- The Federal Government has authorized the project sponsor to start work on that phase/project. **Funds are then allowed to be spent down.**

- **De-Obligation**

- Funds that have been obligated, but went unspent, are de-obligated and **returned to the awarding agency.**

2026 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED 10/09/2025

Annual Obligation Report

- Yearly report
 - Federal requirement
- Provide information on:
 - Previous, current, and future federal funds programmed

TRANSPORTATION IMPROVEMENT PROGRAM

Calendar Year 2025 Project Obligation Report

2025 Obligations and De-obligations

Obligated

TABLE 1

Program Year	Federal Funds Obligated
2025	\$35 million
2024	\$51 million
2023	\$61 million
2022	\$49 million
2021	\$44 million

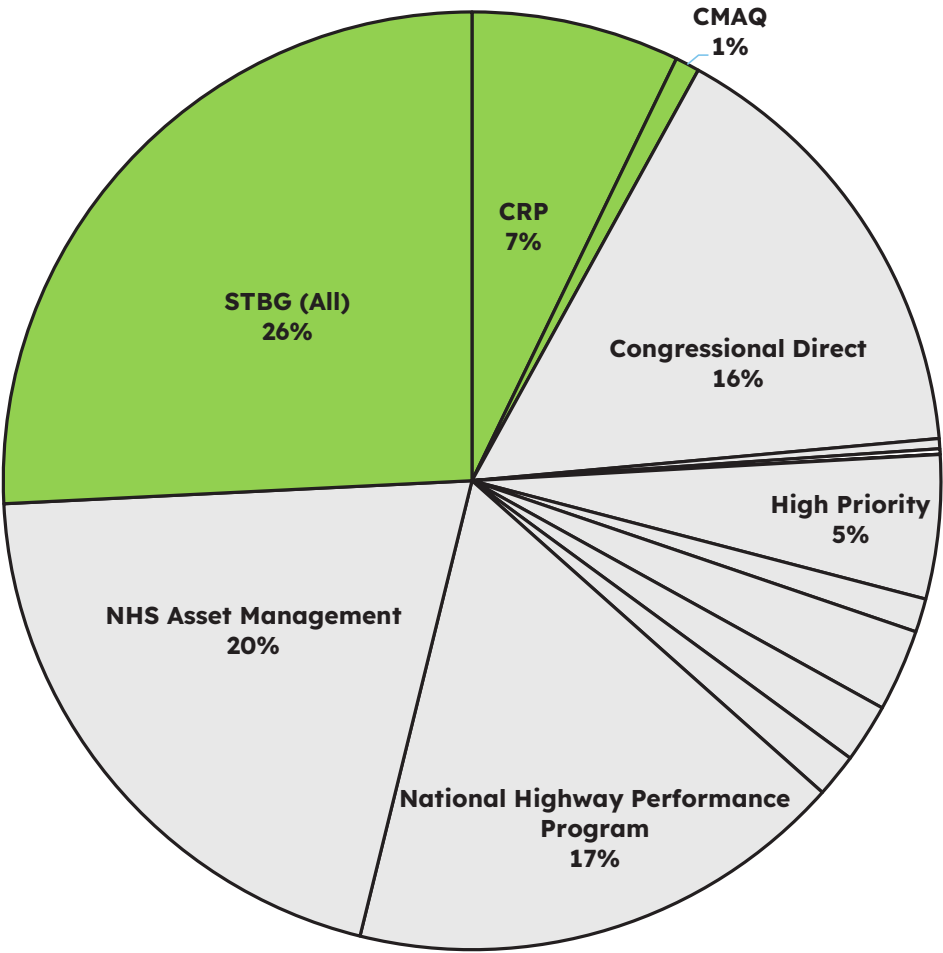
De-Obligated

TABLE 3 (totals may not sum due to rounding)

Fund Source	Federal Funds Obligated
Bridge	-\$261,647
CMAQ	-\$104,716
Congressional Direct	-\$77,850
HSIP	-\$409,651
NHS Asset Mgt	-\$604,049
Railroad	-\$152,679
SRTS	-\$593,125
STBG Regional	-\$855,746
STBG set-aside (TAP)	-\$1,288
Total	-\$3,060,751

FUNDS OBLIGATED BY TYPE

- SRTC Managed Funds
- Non-SRTC Managed Funds



Current Status

- Current Obligation Estimation:
 - SRTC ~**\$16.8m**
 - Non-SRTC ~\$64.5m*
 - **Total: \$81.3m**
- SRTC Managed Obligation Target: ~**\$14.5m**

Questions

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Bicycle Level of Traffic Stress (LTS) Update

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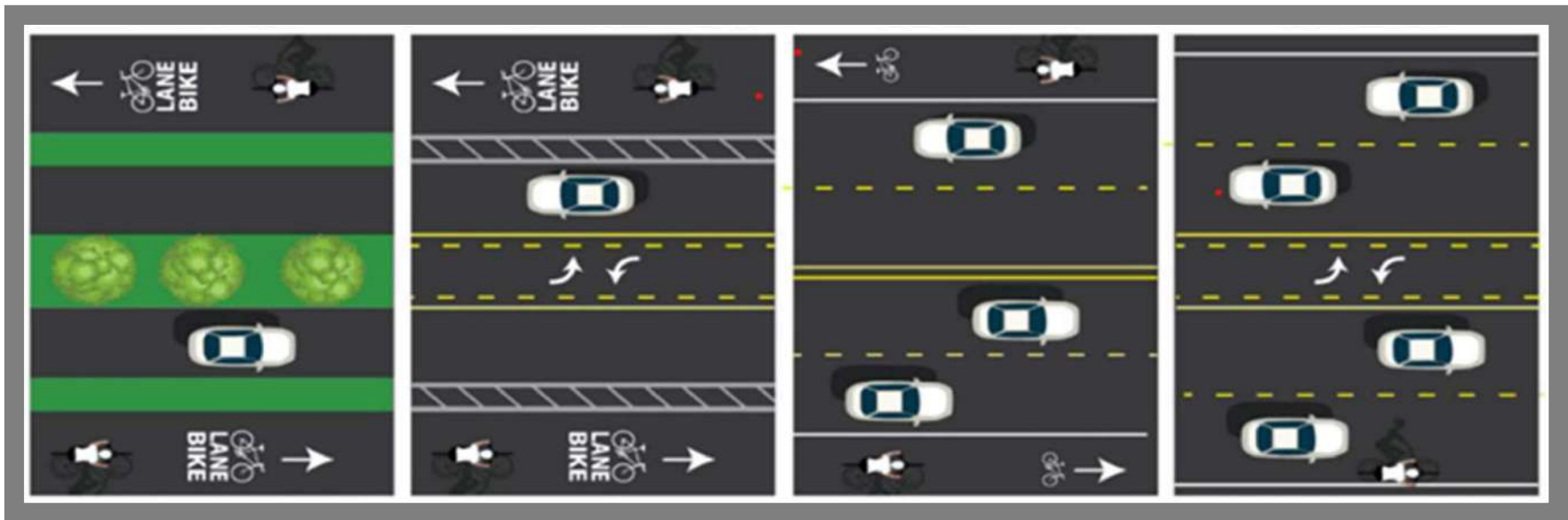
What is Level of Traffic Stress

LTS - 1

LTS - 2

LTS - 3

LTS - 4



The Update Process:

1. Update the Horizon 2050 Regional Bicycle Priority Network
2. Update the GIS database
3. Calculate the LTS.

Bike Lanes are greater than or equal to 7 feet (allows for 5' plus 2' buffer)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-7000	2	2	2	3	4	4	4
	>7000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4
Bike Lanes are less than 7 feet (must be 5' or greater to be within standard)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	2	2	4	4	4	4
	751-1500	1	2	2	4	4	4	4
	1501-3000	1	2	2	4	4	4	4
	3000+	2	2	2	4	4	4	4
2 thru lanes per direction	0-7000	2	2	3	4	4	4	4
	>7000	3	3	3	4	4	4	4
3+ thru lanes per direction	Any ADT	3	3	4	4	4	4	4
Protected Bicycle Lane (parking or robust vertical barrier separation)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	1	2	2	2	2
	751-1500	1	1	1	2	2	2	2
	1501-3000	1	1	1	2	2	2	2
	3000+	2	2	2	2	2	2	2
2 thru lanes per direction	0-7000	2	2	2	2	2	2	2
	>7000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2
Vertically Delineated Bicycle Lane (Buffered bike lane with flexible delineator/candlestick)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	2	3	3	4
	751-1500	1	1	2	2	3	3	4
	1501-3000	1	1	2	2	3	3	4
	3000+	2	2	2	3	3	4	4
2 thru lanes per direction	0-7000	2	2	2	3	3	4	4
	>7000	2	2	3	3	3	4	4
3+ thru lanes per direction	Any ADT	2	2	3	3	3	4	4

Summary

- Identify Safety and Comfort Gaps
- Understand the nature of the Regional Bicycle Priority Network
- Support regional mode choices



Questions?

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