



Spokane Regional Transportation Council

Transportation Technical Committee Meeting

Wednesday, June 24, 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/81656202452?pwd=ko00IK05dn3lnHnTeoD5VRTtBLLqA6.1>

Meeting ID: 816 5620 2452 | Passcode: 547271

By Phone 1-253-215-8782

Meeting ID: 816 5620 2452 | Passcode: 547271

Or find your local number: <https://us02web.zoom.us/u/kbB00xwxF>

SRTC welcomes public comments at the Transportation Technical Committee 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	
1:05	2 Public Comments/TTC Member Comments/Chair Report on June Board of Directors Meeting	

FOR ACTION

1:15	3 Consent Agenda	
	a) May TTC Meeting Minutes	3
	b) CY 2026-2029 Transportation Improvement Program (TIP) Amendment – July 2026	12
1:20	4 Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) – Final Draft <i>(Ben Kloskey)</i>	15

INFORMATION AND DISCUSSION ITEMS

1:25	5 Guest Presentation: North Spokane Corridor (NSC) Update <i>(Robyn Lashbrook, WSDOT)</i> <u>No Memo</u>	N/A
1:40	6 SRTC Data Program Development <i>(David Fletcher)</i>	16
1:50	7 Critical Urban and Rural Freight Corridors Update <i>(David Fletcher)</i>	17
1:55	8 Transportation Improvement Program (TIP) Annual Obligation Report <i>(Ben Kloskey)</i>	18
2:00	9 Bike Level of Traffic Stress Update <i>(Angela Paparazzo)</i>	19

INFORMATION: No Presentation

2:05	10 Agency Update and Future Information Items <i>(David Fletcher)</i>	
2:10	11 Adjournment <i>(Chair)</i>	



Transportation Technical Committee Meeting Minutes

Wednesday, May 27, 2026- 1:00 pm

1 Call to Order/ Excused Absences

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

In attendance were:

Committee Members:

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

Absent Members:

- Dan Ferguson
City of Cheney
- Julia Whitford
Kalispel Tribe
- Maria Cullooyah
Spokane Tribe
- Mike Pea
WSDOT-ER

Guests:

- Rendall Farley
Avista
- Dan Pratt
City of Deer Park
- Madeline Arredondo
STA
- Charlie Meyersberg
STA
- Kristen Armstrong
City of Spokane Valley
- Wende Wilber
Kittleson & Assoc.
- Stu Barton
J-U-B Engineers
- Riannon Zender
J-U-B Engineers
- Paul Kropp

Staff:

- Eve McMenamy
Deputy Executive Director
- Anadia Grier
Admin-Exec Coor.
- Jason Lien
Transp. Planning Manager
- David Fletcher
Principal Transp. Planner
- Ryan Stewart
Principal Transp. Planner
- Michael Redlinger
Associate Transp. Planner 3
- Ben Kloskey
Associate Transp. Planner 2



2 Public Comments

There were no public comments.

Member Comments

Members shared updates on current projects within their agencies and regions, as well as general staffing updates.

Chair Report on SRTC Board Meeting

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

ACTION ITEMS

3 Consent Agenda

- a. April TTC Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment - June 2026

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

4 Funding Recommendation to Support Regional Obligation Authority (OA) Target

Mr. Kloskey presented a recommendation to the SRTC Board to award a combined total of \$1 million in Carbon Reduction Program (CRP) Rural and Surface Transportation Block Grant (STBG) funds to the City of Deer Park's North Colville Reconstruction Project to support achievement of the regional obligation authority (OA) target.

Mr. Kloskey explained that SRTC is required to meet an annual federal obligation target based on its yearly federal funding allocations. For 2026, the regional target is approximately \$14.5 million. He noted that project de-obligations, largely due to a favorable bidding environment statewide, and other project delivery factors have increased the amount of funding that must be obligated this year. Based on current projections, SRTC faces a shortfall of approximately \$783,000 in meeting the target. He also stated that staff recently received additional information regarding an advance obligation from Spokane County, but recommended proceeding with the funding recommendation to help ensure the regional target is achieved, as project obligations and de-obligations continue to fluctuate throughout the year.

Mr. Kloskey reported that the Deer Park North Colville Reconstruction Project currently includes a local match of approximately 56%, exceeding the required minimum of 13.5%. The proposed \$1 million award would consist of approximately \$534,000 in CRP Rural funds and \$466,000 in STBG funds. He explained that the additional federal funding would reduce the project's local match to approximately 27% while remaining roughly double the minimum requirement.

Mr. Kloskey stated that meeting the regional OA target is necessary to position local projects for potential redistributed obligation authority, which may become available after regions



achieve their annual targets. He noted that awarding the additional funding would both support Deer Park's project delivery and help the region meet its federal obligation target. He also explained that the CRP program is expected to be discontinued next year and that there are limited eligible projects available to utilize the remaining rural CRP funding before the program sunsets.

There were no questions or comments.

Mr. Picanco made a motion to recommend that the SRTC Board award a combined total of \$1,000,000 using Carbon Reduction Program-Rural (CRP-R) and Surface Transportation Block Grant (STBG) funds to Deer Park's N. Colville Reconstruction project to support reaching the regional OA target. Mr. Weathers seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: Avista and Transportation Electrification

Mr. Rendall Farley, Manager of Avista's Clean Energy Solutions Group, provided an overview of Avista's transportation electrification (TE) efforts and future outlook. He began with a brief history of electric transportation in the region, noting that Avista's predecessor, Washington Water Power, utilized electric service vehicles and operated an extensive electric trolley system in the early 1900s. He explained that while electric transportation was eventually displaced by internal combustion engines and diesel-powered transit, the transportation sector is now experiencing a renewed shift toward electrification.

Mr. Farley stated that declining battery costs, improving technology, and the relatively low and stable cost of electricity compared to petroleum fuels are driving widespread adoption of electric vehicles (EVs). He noted that Avista expects electric vehicles to become the dominant form of light-duty transportation by mid-century and anticipates significant growth in electrification across light-duty, medium- and heavy-duty vehicles throughout its service territory.

Mr. Farley reviewed Avista's transportation electrification planning efforts, including pilot programs conducted between 2016 and 2019 that informed the utility's first Transportation Electrification Plan in 2020. He explained that the plan established a framework for utility investments in charging infrastructure and customer programs designed to support cost-effective transportation electrification while providing benefits to all utility customers. Avista recently updated the plan and will continue updating it on a five-year cycle.

Looking ahead to 2035, Mr. Farley reported that Avista projects between 88,000 and 168,000 light-duty EVs within its Eastern Washington service area, along with substantial growth in medium- and heavy-duty electric vehicles. He stated that increased transportation electrification is expected to generate significant regional economic benefits through lower transportation fuel costs, while also supporting utility investments in grid modernization and reliability.



Mr. Farley explained that most EV charging occurs at homes and workplaces and can be shifted to off-peak hours, reducing impacts on the electrical grid. As a result, Avista's programs emphasize customer education, managed charging strategies, and incentives that encourage off-peak charging behavior.

He also reviewed projected charging infrastructure needs, noting that future investments will be particularly important for workplace and fleet charging, as well as multi-unit housing developments. While the region has made substantial progress in developing public fast-charging infrastructure, he stated that additional partnerships with commercial customers and fleet operators will be needed to support continued growth in EV adoption.

Mr. Farley highlighted Avista's Community EV Program, which provides electric vehicles and charging infrastructure to nonprofit organizations serving low-income and underserved populations. He explained that participating organizations use the vehicles for services such as meal delivery and transportation assistance, thereby expanding services while reducing operating costs.

Mr. Farley also discussed Avista's ongoing efforts to maintain and expand a regional network of charging stations through partnerships with local governments, transportation agencies, and state grant programs. He noted that the Spokane region has developed one of the strongest charging networks in the country through collaborative regional efforts.

In closing, Mr. Farley stated that Avista will continue focusing on workplace charging, fleet electrification, customer education, and strategic partnerships to support the transition to electric transportation. He emphasized that transportation electrification offers economic, environmental, and community benefits and will play an important role in the region's future transportation system.

There were no questions or comments.

6 Guest Presentation: Transit Development Plan

Ms. Arredondo, Associate Transit Planner with Spokane Transit Authority (STA), presented an overview of STA's annual Transit Development Plan (TDP) update. She explained that the TDP is required by state law and serves as a planning document that outlines how STA intends to meet state and local transportation priorities. The plan includes information on service improvements, capital investments, financial planning, and federal formula-fund programming. It provides updates that WSDOT uses to inform the Legislature and demonstrate progress toward statewide transportation policy goals.

Ms. Arredondo reviewed STA's Service Improvement Program, a three-year plan covering 2027 through 2029, developed in coordination with STA's financial projections and board-adopted plans, including Connect 2035 and Connect Spokane. She stated that the program also incorporates recent route performance evaluations and public requests for new service.



Planned improvements include route adjustments in North Spokane and connections to the West Plains area in 2027; service restructuring in the Spokane Valley and the implementation of a mobility-on-demand pilot in Liberty Lake in 2028; and a mobility-on-demand pilot in West Plains and expanded evening service on select routes in 2029.

Ms. Madeline Arredondo explained that the mobility-on-demand program is a pilot service intended to improve transit access in areas that are not well served by fixed-route transit. The service will use shared vehicles and app-based trip booking and will be implemented in phases, with each pilot running for approximately 2 years.

She also provided an overview of STA's Capital Improvement Program (CIP), which identifies capital investments through 2032 and supports implementation of STA's long-range plans. Ms. Arredondo noted that approximately 69 percent of the planned capital investments are associated with Connect 2035 projects. The CIP also includes projects funded through federal formula grant programs, including Section 5307 Urbanized Area Formula funds, Section 5310 Enhanced Mobility funds for seniors and individuals with disabilities, and Section 5339 Bus and Bus Facilities funds.

Ms. Arredondo highlighted several major capital projects, including the Wellesley High Performance Transit (HPT) project, which will improve service and rider amenities along the current Route 33 corridor between Spokane Falls Community College and Spokane Community College. Planned improvements include enhanced stations and amenities intended to improve safety, comfort, and the overall rider experience. She noted that STA is pursuing Regional Mobility Grant funding to support the project.

She also discussed the planned On-Ramp Station project in Spokane Valley, which will include a new transit stop, park-and-ride facilities, transit priority improvements, and enhanced passenger amenities. The project is intended to improve regional transit connections and support future service integration with City Line, Liberty Lake, and Spokane International Airport.

Ms. Arredondo reviewed several projects identified in STA's Facilities Master Plan, including a new Fixed Route Operations Center, a future coach-operator training facility, and a consolidated paratransit and rideshare facility. These projects are intended to address operational capacity needs, support future growth, improve workforce development, and assist STA's transition to a zero-emission fleet. She noted that STA is seeking grant funding for several of these facility improvements.

In closing, Ms. Arredondo outlined upcoming public outreach opportunities, including open houses scheduled for June 9 and June 11, a public hearing before the STA Board of Directors on June 18, and planned adoption of the Transit Development Plan on July 16.

There were no questions or comments.



7 Economic Analysis – Update

Mr. Stewart provided an update on SRTC’s economic analysis initiative, which aims to support regional priority transportation projects on the Unified List by quantifying their economic benefits and strengthening future funding applications. He reminded the committee that the SRTC Board allocated \$50,000 annually to support the effort.

Mr. Stewart reported that two analyses have been completed to date. The first evaluated the City of Airway Heights’ US-2 Multimodal Improvements Project. It examined factors including property value impacts, tax revenue generation, safety and health benefits, multimodal transportation improvements, and reduced maintenance costs. The analysis estimated that a \$49.4 million investment in the project could generate more than \$355 million in regional benefits. The second analysis provided supplemental information for Spokane County’s Argonne Road and Upriver Drive Project to support a federal BUILD grant application. The analysis identified approximately \$381 million in economic impacts over a 20-year period, including benefits associated with roadway improvements and enhancements to the Centennial Trail corridor.

Mr. Stewart stated that the next planned analysis will focus on the Barker Road Corridor and Interstate 90 interchange area in Spokane Valley. He noted that staff are awaiting information from the Transportation Subarea Study before beginning the analysis. Representatives from Spokane Valley indicated that the study is still being finalized in coordination with the City of Liberty Lake and WSDOT.

Mr. Stewart then sought feedback from partner agencies regarding potential future projects that could benefit from economic analysis. Representatives from several jurisdictions and agencies expressed interest in exploring the service further, particularly as a tool to support future grant applications and funding requests. Participants discussed the timing and readiness of various projects, noting that some projects may require additional planning work before meaningful economic analysis can be completed. Several agencies indicated they would continue internal discussions and coordinate with SRTC staff regarding potential future opportunities.

Committee members also discussed how economic analysis may support transportation grant programs and corridor improvement projects, particularly where benefit-cost information is required for competitive funding applications.

8 Intelligent Transportation Systems (ITS) Plan Update

Mr. Lien provided an overview of the upcoming update to the region’s Intelligent Transportation Systems (ITS) Plan, which is included in the agency’s two-year work program. He explained that ITS refers to the use of advanced computing, sensing, and communication technologies to improve transportation system performance by connecting vehicles, infrastructure, and travelers. These technologies are intended to reduce congestion, improve safety, and enhance the efficiency of multimodal transportation networks.



Mr. Lien stated that the plan update is supported by policies and strategies in Horizon 2050, including an emphasis on maintaining and optimizing the existing transportation system through Transportation Systems Management and Operations (TSMO) before adding new capacity. He noted that the current ITS Plan was last updated in 2019 and that maintaining an active and current ITS Plan was also identified as a strategy in SRTC's Smart Mobility Plan.

He explained that previous ITS architecture updates were led by the Spokane Regional Transportation Management Center (SRTMC). However, due to the regional coordination required and SRTC's increasing emphasis on technology and TSMO solutions, SRTC will lead the update effort in coordination with SRTMC and regional partners.

Mr. Lien described several components commonly included in an ITS network, such as ramp meters, traffic cameras, coordinated traffic signals, variable message signs, vehicle detection sensors, fiber-optic communication systems, and centralized management through the Transportation Management Center. He noted that while the plan will include an inventory of existing ITS infrastructure, its primary purpose is to serve as a regional coordination tool for planning, maintaining, and implementing future ITS investments.

The completed plan is expected to identify recommended projects, responsible agencies, and implementation priorities to improve the efficiency and operation of the regional transportation system over time.

Mr. Lien reported that SRTC is currently finalizing the scope of work with a consultant who will assist with the update. Following issuance of a notice to proceed, anticipated next month, the project will involve ongoing coordination with member agencies, SRTMC staff, and other regional partners. The plan is expected to be completed in spring 2027, and additional updates will be provided to the committee throughout the planning process.

There were no questions or comments.

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

Mr. Kloskey provided an update on the draft 2026 Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), which is currently available for public comment. He explained that the plan is updated every four years in partnership with Spokane Transit Authority (STA) and is intended to identify transportation service gaps, increase awareness of existing transportation services, and support access to funding opportunities that help address unmet transportation needs throughout the region.

Mr. Kloskey stated that a major component of the plan update involved extensive community engagement, including a public survey, open houses, stakeholder meetings, and participation in community events. Feedback gathered through the outreach process was used to identify transportation needs, evaluate changes in available services since the 2022 plan update, and develop strategies for addressing current and future transportation challenges.



He summarized several key themes that emerged through the outreach process. Participants consistently emphasized the importance of maintaining and expanding existing transportation services. Rural communities expressed a need for additional transportation options and Mr. Kloskey added that those communities often are unaware of what transportation services do exist. Stakeholders also identified ongoing challenges related to volunteer shortages; transportation barriers for older adults, particularly those living outside the public transit benefit area; limited access to technology for some populations; and difficulties accessing transportation to medical appointments and healthcare services.

Mr. Kloskey also reviewed results from the public survey. Approximately half of the respondents reported using transit services out of necessity because they lack access to a personal vehicle. Survey responses also highlighted a lack of awareness of or use of paratransit and on-demand transportation services. At the same time, many respondents reported difficulty finding transportation options that met their specific travel needs.

Based on outreach findings, service provider interviews, and working group discussions, the draft plan identifies four primary strategies moving forward: maintaining existing services, supporting special-needs transportation services, leveraging technology to improve access and trip coordination, and investing in vehicles and transportation-related capital facilities. Mr. Kloskey noted that the plan also establishes regional priorities that support eligibility for funding opportunities, including the Washington State Consolidated Grant Program and the Federal Transit Administration Section 5310 program administered by STA.

Mr. Kloskey concluded by outlining the project schedule. The public comment period will remain open through June 16, after which the final draft will be presented to TTC and the SRTC Board for consideration, with plan adoption anticipated in July. He encouraged committee members and partner agencies to review the draft and provide comments during the public review period.

INFORMATION (NO PRESENTATION)

10 Agency Update

Mr. Fletcher provided an update on SRTC's Safe Streets and Roads for All (SS4A) grant application. He explained that following discussions at the previous TTC and Board meetings, staff met with the Spokane County Sheriff's Office regarding a potential application involving AI-enabled safety cameras. During those discussions, staff learned that the Sheriff's Office is pursuing its own grant application that includes an AI analysis component. To avoid duplicating efforts, SRTC shifted its proposed application to focus on developing a regional safety summit.

Mr. Fletcher reported that the application was submitted prior to the grant deadline and proposes establishing a regional forum/summit for transportation safety coordination among local agencies and stakeholders. The summit would complement the statewide safety summit and be held during alternate years. He noted that the Board will receive an update on the application at its next meeting and will have an opportunity to provide direction regarding the



proposal.

Mr. Fletcher also reminded committee members that the project submittal period for the 2027 Unified List of Regional Transportation Priorities is currently open. He stated that application materials, including the updated project submittal form and mapping tool, were distributed to member agencies and are available on SRTC's website. Project submissions are due June 12, and staff are available to assist agencies with questions regarding the application process.

There being no further business, the meeting was adjourned at 2:07 PM.

Anadia Grier, Clerk of the Board

DRAFT



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

Requested Action:

Recommend Board approval of the July Amendment to the 2026-2029 Transportation Improvement Program.

Key Points:

- There are 3 projects included in the July amendment to the CY 2026-2029 TIP. Please see the **Attachment** or the [Project Tracker](#) webpage for more details.
- This amendment would be added to the statewide TIP on or around 08/21/2026. Please see the **Supporting Information** for more details.

AGENCY

City of Spokane Valley
 Spokane County
 WSDOT EAST

PROJECT

S. Barker Rd. (Sprague to 8th)
 Craig Road – Four Lakes Interchange Revision (**NEW**)
 I-90/Thor St over I-90 – Bridge Repair (**NEW**)

Board/Committee Discussions:

This is the first discussion on the July 2026 TIP amendment with the committees.

Public Involvement:

The proposed July amendment was published for a public review and comment period from 06/15/26 through 06/24/26. On 06/15/2026, 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

2026-2029 Transportation Improvement Program

July Amendment (26-07)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane Valley WA-14701	S. Barker Rd. (Sprague to 8th) Project being re-added to the TIP to expend remaining construction funds. Formerly titled "S. Barker Rd. ROW Acquisition." Construction of a three-lane urban section with bike lanes, sidewalks, and stormwater facilities with roundabouts added at 4 th and 8 th streets.	Federal (N/A)	\$0
		State (DEMO)	\$775,160
		Local	\$120,980
		Total	\$896,140
WSDOT EAST F09020832	I-90/Thor St over I-90 - Bridge Repair (NEW) New project being added to the TIP. Rehabilitating the deck of Bridge 90/568 on I-90.	Federal (NHPP)	\$3,788,706
		State (MVA)	\$91,073
		Local	\$0
		Total	\$3,879,779
Spokane County C3355	Craig Road - Four Lakes Interchange Revision (NEW) New project being added to the TIP. Revision to I-90/Four Lakes interchange to improve access to the West Plains of Spokane County and relieve congestion on I-90.	Federal (Discretionary)	\$4,500,000
		State	\$0
		Local	\$702,312
		Total	\$5,202,312

DEMO-Congressionally directed spending | NHPP-National Highway Performance Program | MVA-Motor Vehicle Account | Discretionary-General federal funding



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

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 July 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 July amendment will be incorporated into the STIP on or around 08/21/2026.



To: Transportation Technical Committee
From: Ben Kloskey, Associate Transportation Planner II
Topic: Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP)
– Final Draft

Requested Action:

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

Key Points:

- The [2026 update to the Coordinated Public Transit – Human Services Transportation Plan \(CPT-HSTP\)](#) has been in development since December 2025. The public comment period for the draft plan ran from May 26th to June 16th, and the final draft is now prepared.
- The CPT-HSTP is a federally and state-required document developed by SRTC in partnership with STA.
- An important function of the plan is to enable regional access to several funding streams, such as FTA Section 5310 and the WSDOT Consolidated Grant program. Agencies looking to apply for these funding programs must have their project or project goal identified as an area of focus in the CPT-HSTP.
- The plan focuses on identifying public transportation gaps and areas with a lack of transportation access.
- Strategies and priorities to improve regional transportation access are a core part of the plan. The four main strategies are: Maintain Existing Transportation Services, Special Needs Transportation Investment, Technology, Capital Facilities and Vehicles
- A complete public transportation service inventory of Spokane County was developed as part of this plan, and can be found in Appendix B.

Board/Committee Discussions:

The SRTC committees discussed the 2026 update to the CPT-HSTP at their February and May 2026 meetings. The Board discussed the update at their March and June 2026 meetings.

Public Involvement:

The CPT-HSTP underwent a comprehensive outreach campaign from December 2025 through May 2026. The plan update included an online survey and a variety of in-person interactive exercises. No comments were received during the public comment period. For more information on outreach, view Appendix A in the plan draft.

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



To: Transportation Technical Committee
From: David Fletcher, Principal Transportation Planner
Topic: SRTC Data Program Development

Requested Action:

None. For information and discussion.

Key Points:

- SRTC collects, develops, and manages a wide range of datasets and analytical products that support regional transportation planning efforts and decision-making. SRTC is currently developing a formal data program to provide an overall structure for these efforts, with the goal of improving efficiency and ensuring effective data collection, documentation, and tracking processes moving forward.
- The development and implementation of this data program—which includes clearly defining SRTC’s various data products, their update cycles, methodologies, intended uses, and management responsibilities—is included in Task 3 of the 2026–2027 Unified Planning Work Program.
- As part of the program development, SRTC staff will engage internal and external stakeholders to assess existing data products, identify gaps, and prioritize future data needs.

Board/Committee Discussions:

The committee has not previously discussed this item.

Public Involvement:

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

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



To: Transportation Technical Committee
From: David Fletcher, Principal Transportation Planner
Topic: Critical Urban and Rural Freight Corridors Update

Requested Action:

None. For information and discussion.

Key Points:

- WSDOT is updating the 2026 State Freight Investment Plan, which guides the use of National Highway Freight Program (NHFP) funds. As part of this effort, MPOs and RTPOs are being asked to review and update Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) designations within their regions.
- During the last update in 2022, WSDOT designated CUFC and CRFC mileage based on selected NHFP projects and distributed the remaining mileage among MPOs and RTPOs. Current CUFC and CRFC routes can be viewed on WSDOT's [Freight Transportation System Map](#).
- Due to mileage cap established by the Bipartisan Infrastructure Law, all available CUFC mileage in Washington has been designated. Approximately 124 miles of CRFC mileage remain available statewide.
- For the 2026 Freight Plan update, WSDOT will revise CUFC/CRFC designations to ensure selected NHFP projects are located on the National Highway Freight Network (NHFN).
- WSDOT is requesting the following input from MPOs and RTPOs:
 - Proposed CUFC and CRFC de-designations for segments where the associated project is complete, no longer advancing, or no longer seeking funding.
 - Proposed new CUFC designations for segments associated with projects expected to pursue federal freight funding (e.g., INFRA) within the next four years. Availability will depend on mileage freed through de-designations.
 - Proposed new CRFC designations for segments associated with projects expected to pursue federal freight funding within the next four years (up to 7 miles per MPO/RTPO).
- Proposed CUFC and CRFC updates must be submitted by SRTC to the WSDOT Rail, Freight, and Ports Division by 08/10/2026.

Board/Committee Discussions:

The committee has not previously discussed this item.

Public Involvement:

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

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



To: Transportation Technical Committee
From: Ben Kloskey, Associate Transportation Planner II
Topic: Transportation Improvement Program (TIP) Annual Obligation Report

Requested Action:

None. For information and discussion.

Key Points:

- The Transportation Improvement Program (TIP) is a program of regional transportation projects planned for the next four years. The purpose of the TIP is to demonstrate that available resources are being used to implement the region's long-range transportation plan, in this case, Horizon 2050.
- Every Spring, SRTC produces an [Annual Obligation Report](#), which details the projects that obligated federal transportation funds in the previous calendar year.
- SRTC obligated \$35 million in federal funds in calendar year 2025. Previous year total obligation amounts are listed below:
 - 2024: \$51 million.
 - 2023: \$62 million.
 - 2022: \$49 million.
 - 2021: \$44 million.
- The total amount obligated in 2025 was significantly lower than previous years, due in large part to a much smaller WSDOT paving program.

Board/Committee Discussions:

This is the first discussion on this topic with the committees in 2026.

Public Involvement:

The TIP goes through monthly public comment periods when there are amendments. The yearly TIP document also has a formal comment period and open house every Fall. All SRTC Board and committee meetings are open to the public.

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



To: Transportation Technical Committee
From: Angela Paparazzo, Associate Transportation Planner I
Topic: Bicycle Level of Traffic Stress Update

Requested Action:

None. For information and discussion.

Key Points:

- Updating Bicycle Level of Traffic Stress (LTS) ratings is in the current SRTC Unified Planning Work Program.
- The intent of analyzing LTS is to provide a useful data point in understanding the function of, and barriers on, the Regional Bicycle Priority Network in Horizon 2050.
- SRTC previously completed an LTS analysis in 2023. With the adoption of Horizon 2050, it is time to revisit and update that analysis.
- LTS utilizes several factors - through-lanes, speeds, traffic volumes, presence of parking, shoulder or bike facility width - to determine the level of stress a rider may experience while cycling along a particular route.
- SRTC's analytical approach is to:
 - Use the Horizon 2050 Regional Bicycle Priority Network as the input network layer.
 - Update a GIS database of relevant factors to calculate LTS in accordance with the LTS 1-4 grading system developed by the Mineta Transportation Institute. This approach reflects how WSDOT measures LTS on its facilities.
- The project is expected to be completed by the end of this year.
- Staff may reach out for input from TTC members on the availability of data and methodological approach.

Board/Committee Discussions:

This is the first time this item is being presented to the TTC.

Public Involvement:

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

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