



**Spokane Regional
Transportation Council**

July Board Meeting

Thursday, July 9, 2026



www.srtc.org



509-343-6370



421 W Riverside Ave Suite 500
Spokane WA 99201

Juneteenth Event at MLK Community Center



Staff Wellness Hike at Deep Creek and Spokane River Centennial Loop





SAVE *the* DATE

SPOKANE REGIONAL
TRANSPORTATION
MANAGEMENT CENTER

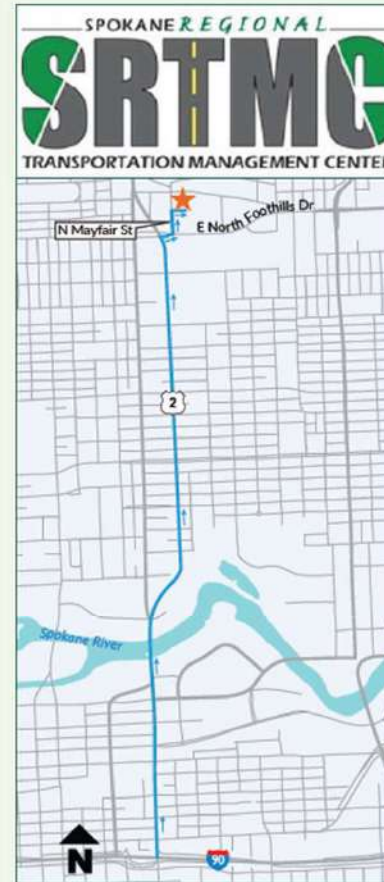
Open House Ribbon Cutting Ceremony

Tuesday, July 14,
from 10 a.m. to 12 p.m.

2714 N. Mayfair St.
Spokane, WA 99207

From I-90 travel north on Division Street and turn right on E. North Foothills Dr. Immediately take the first left and travel north on N. Mayfair St. At the first driveway turn right into the parking lot. Park in any available spot and follow the signs to the new SRTMC building.

For more information, contact:
Ryan.Overton@wsdot.wa.gov



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

**Benjamin Kloskey
Associate Transportation Planner II**

**SRTC Board of Directors
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July 9, 2026

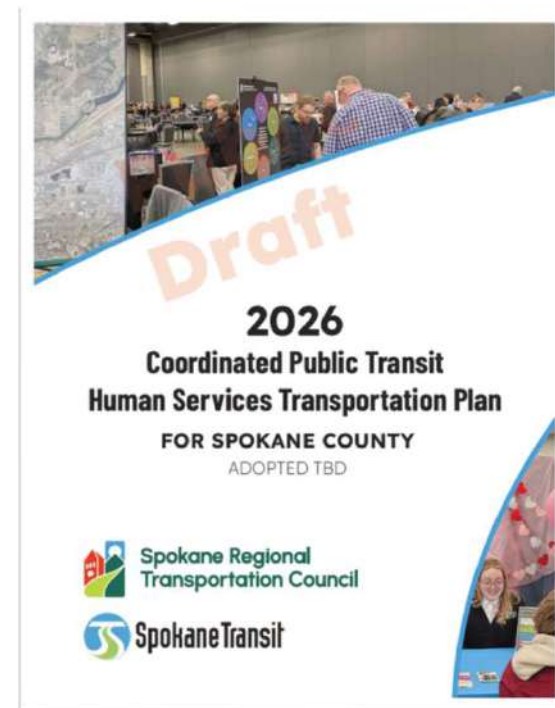


Requested Action

Approve resolution R-26-19, adopting 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

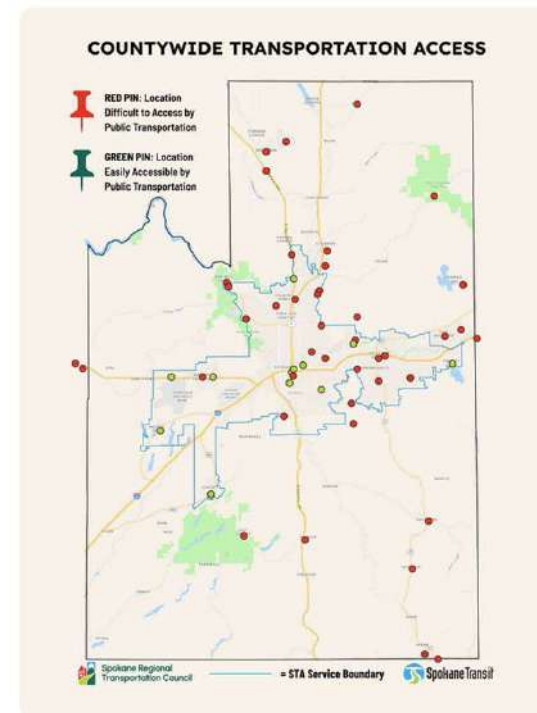
- Sections:
 - **1-Introduction**
 - **2-Regional Context**
 - **3-Current Services**
 - **4-Outreach and Community Feedback**
 - **5-Strategies and Priorities**
 - **6-Emergency Management**
 - **7-Conclusion**

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Key Changes from 2022

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



Requested Action

Approve resolution R-26-19, adopting the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan.

Questions

bkloskey@srtc.org

(509) 343-6388



STA Proposition 1

Maintenance and Enhancement of
Public Transportation Services Transit
Primary Election | August 4, 2026



About Spokane Transit Authority

- STA is a public transportation benefit area (PTBA) authority, established under state law by local jurisdictions to provide public transportation throughout central Spokane County
- Mission Statement
 - We provide safe, inclusive, convenient, and efficient public transportation services to Spokane area communities.*
 - We are leaders in transportation and a valued partner in the region's social fabric, economic infrastructure, and quality of life.*
- Vision Statement
 - Connecting everyone to opportunity*



Fall 2025 WA Office of Financial Management estimate



Spokane Transit Proposition 1

- On August 4, 2026, voters in Spokane County's transit service area will be asked whether to renew the existing local sales tax that funds public transit
- This 0.2% sales tax was approved by voters in 2016 and is set to expire on December 31, 2028

This is not a new tax—it is a renewal

- The 0.2% (two-tenths of one percent) is already part of the current Spokane sales tax rate
- This measure does not increase the rate above the amount voters previously approved
- If renewed, the existing rate would continue supporting public transit through December 31, 2048, unless renewed again by voters

For every \$10 retail purchase, 2¢ would go toward supporting public transit



Most money would go toward maintaining current service

Part would be invested in improvements under the Connect 2035 plan

STA Moving Forward (2017-2026)



Projects completed:
of the 27 projects,
STA is delivering on
26 of them



Service grew by over
35% (passing the
original goal)



City Line was
completed \$14
million under budget



New transit centers
were built that
increased capacity
and improved access



Over \$138 million in
grants were secured
by STA



Zero debt

How the money would be used

- Most funding from the renewed sales tax would **maintain** the improved service levels achieved over the last 10 years during STA Moving Forward
- The remaining funding would **enhance** that service over the next 10 years as outlined in the Connect 2035 plan



Connect 2035: STA's New 10-year Strategic Plan

STA Proposition 1 would fund more than 40 projects to:



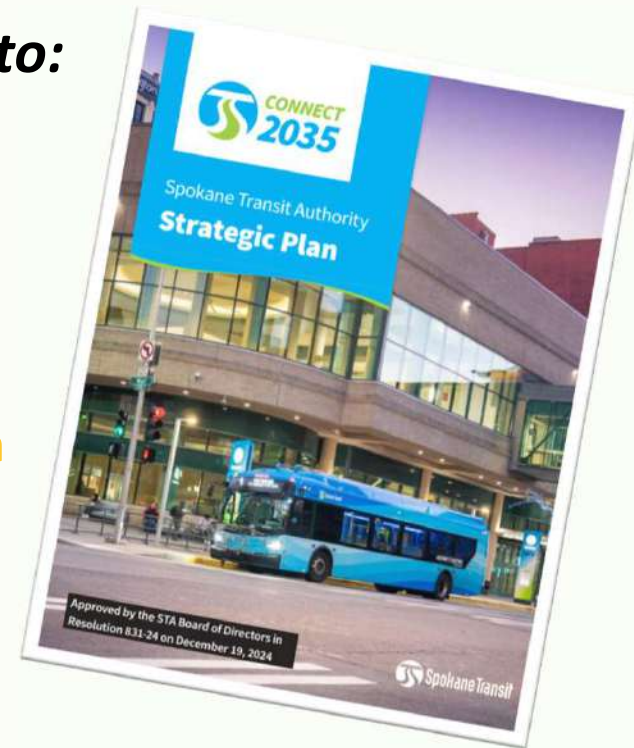
Goal 1 – Elevate the customer experience



Goal 2 – Lead and collaborate with community partners to enhance the quality of life in our region



Goal 3 – Strengthen our capacity to anticipate and respond to the demands of the region





ELEVATE THE CUSTOMER EXPERIENCE

Expand and improve transit options so more people can access fast, reliable service and a safe, comfortable ride from start to finish.

- Launch **Division Street Bus Rapid Transit (BRT)** and other High Performance Transit corridors, including Route 33 Wellesley
- Implement **bus stop upgrades**, such as shelters, lighting, and ADA access
- Design **mobility-on-demand** pilot services in areas such as West Plains, Latah Valley, Northeast Spokane, North Spokane Valley, and Liberty Lake
- Sustain new **Transit Ambassador** program to support riders



LEAD AND COLLABORATE WITH COMMUNITY PARTNERS

Work with partners to expand transit access, strengthen community benefits, and encourage development and services near high-frequency transit.

- **Expand access** for low-income riders
- Partner with cities to support **more housing near transit**
- **Include transit passes** with sporting and cultural event tickets
- Work with local businesses to improve transit access and **support the regional economy**
- **Expand EV charging** at park-and-ride locations



STRENGTHEN OUR CAPACITY

Invest in staff, plan strategically for the future, and manage resources responsibly to sustain and strengthen the organization.

- **Invest in bus drivers and mechanics** with better facilities and support for reliable service
- **Improve real-time information** through technology upgrades, including Transit App
- Enhance vehicles and use data to **improve safety**
- Build clear, user-friendly dashboards to **increase transparency and accountability**

The Goals Driving Connect 2035

Over the next decade, Spokane Transit will pursue three ambitious goals to create a more accessible, reliable, and connected transportation network. Explore the projects and core investments that will bring this vision to life.

Goal 1:
Elevate the Customer Experience

Goal 2:
Lead and Collaborate with Community Partners

Goal 3:
Strengthen Our Organizational Capacity

Core Investments:
Advance all three strategic goals and guide our next decade

Division Street BRT

Operations Base

Zero Emission Buses

In-Progress

Division Street BRT



Division Street Bus Rapid Transit (BRT) is a transit improvement project that will expand existing bus service between downtown Spokane and north Spokane and Spokane County.

Learn more about the plan and its projects, including Division Street BRT, at staconnect2035.com

Proposition 1: If Passed vs. Not Passed

Topic	If Renewed (YES)	If Not Renewed (NO)
Local Sales Tax	Continues at the current voter-approved rate of 0.2%	0.2% authorization expires December 31, 2028
Transit Funding	Continues through 2048 from this tax funding source	Approximately \$30 million per year in transit funding ends after 2028
Current Service	Existing service can be maintained	STA would need to reduce service to match lower funding in the future
Projects and Plans	Major improvements, such as Division St. BRT, mobility on demand, corridor planning, and bus stop improvements, can move forward	Projects would be delayed, scaled back, or not delivered
State and Federal Funding	STA remains a strong candidate for competitive grants that leverage local dollars	STA would lose approximately \$12.6 million per year in Washington State transit support and special needs grants, and the \$82 million federal funds for Division Street BRT would be at risk

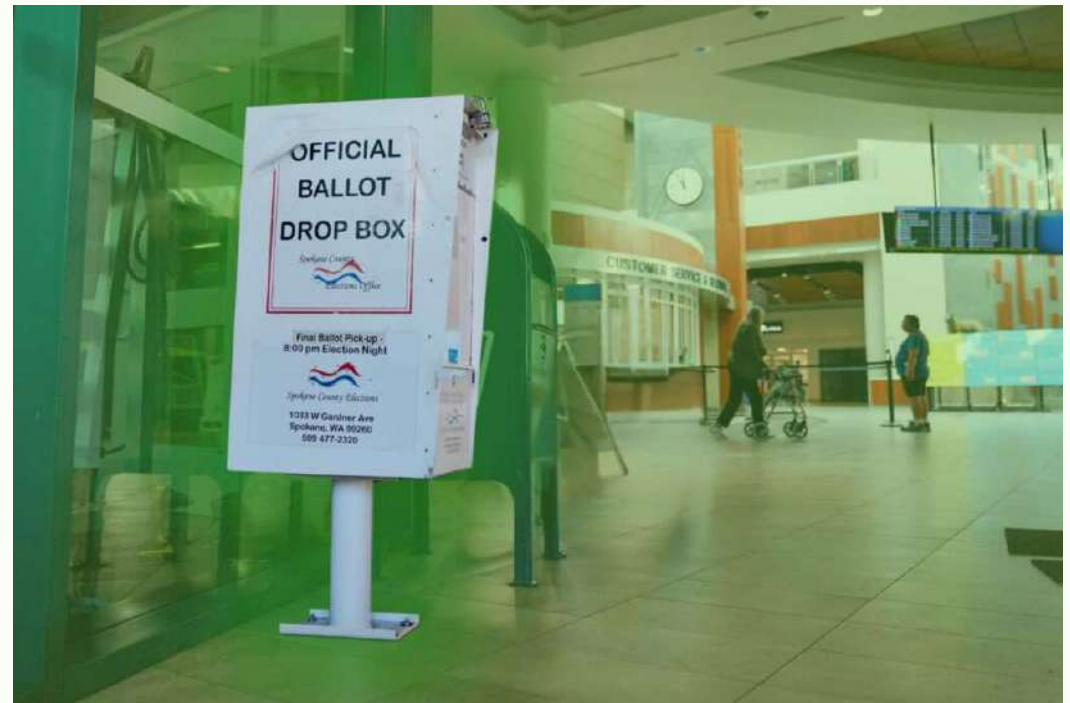
What About STA's Reserves?

- STA's reserves:
 - Fund one-time projects outlined in Connect 2035
 - Protect taxpayers from unexpected costs
 - Are not a funding source designed to be used for ongoing daily service
- The 0.2% sales tax:
 - Funds continued service and projects
 - Helps qualify STA for additional state and federal grants, increasing overall value of taxpayer dollars

Questions

Register to Vote

**Visit sos.wa.gov/elections
to register to vote in the
primary election by
August 4, 2026**



Intermountain West MPO's Perspectives

Build America 250 / Transportation Reauthorization

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Build America 250

- ▶ **Support for core formula programs** (over some discretionary programs)
- ▶ **Increased funding for core programs** (particularly STBG & PL – SRTC allocates STBG to Preservation & Maintenance & Planning)
- ▶ **Direct access to funding** (direct recipient status)
- ▶ **Continuation of Safe Streets and Roads for All** (SRTC prioritizes safety funding)
- ▶ **Continued investment/improvement for the Capital Investment Grant (CIG) program** (SRTC supports the continuation of Transit Funding)
- ▶ **Inclusion of reforms to streamline project delivery and efficiency**
(no position)

Transportation Reauthorization

- ▶ **Additional increases in funding for core programs**
(no position)
- ▶ **Attention to long-term funding solutions**
(SRTC encourages addressing the funding gap from gas tax decline)
- ▶ **Monitor proposed Highway Block Grant program**
(no position)
- ▶ **Continue & expand the use of advanced appropriations** (no position)

Policy Considerations

- ▶ **Inclusion of reforms to streamline project delivery and efficiency** (no position)
- ▶ **Additional increases in funding for core programs** (no position)
- ▶ **Monitor proposed Highway Block Grant program** (no position)
- ▶ **Continue & expand the use of advanced appropriations** (no position)

Shall we move forward in expressing our support for this memo or would the board prefer to take other action?

US 395 North Spokane Corridor/I-90 Connection

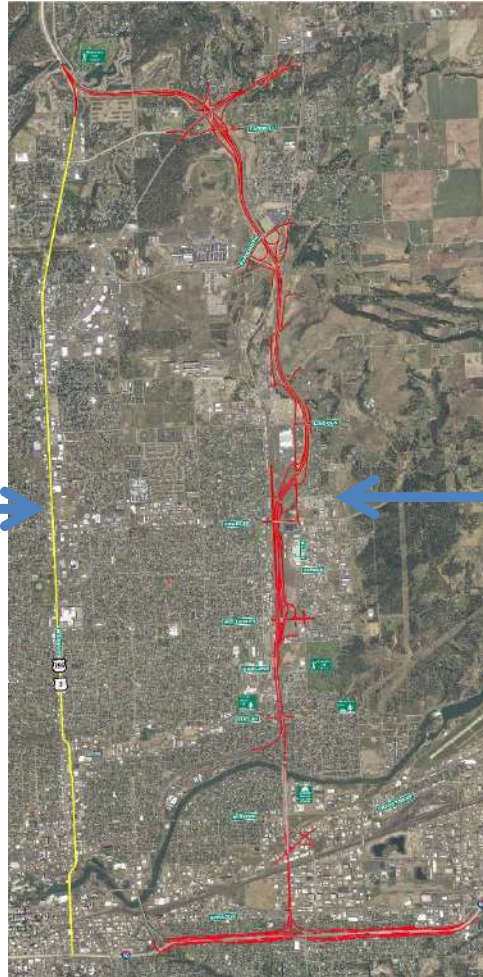
Robyn Lashbrook, P.E. – Project Engineer

Alex Proszek, P.E. – Project Engineer

Charlene Kay, P.E., MURP –Regional Administrator

PROJECT NEED
US 395
Division Street

- 9 miles
- Up to 45 minutes
- 29 traffic signals
- Low clearance
- Passes by
 - Schools
 - Churches
 - Homes
 - Parks
 - Retail
- Pollution
- Heavy truck freight traffic on surface arterials



PROJECT PURPOSE
US 395
North Spokane
Corridor

- 10 miles
- 10 minutes
- 0 traffic signals
- Limited access
- Reduced emissions
- Multi-modal
- Opens new industrial areas for economic development
- Annual societal cost savings from reduced collisions - \$22 million
- Freight
 - \$13.5 billion/year
 - Fuel & time savings

Finishing What We Started



Washington State
Department of Transportation

Current Progress

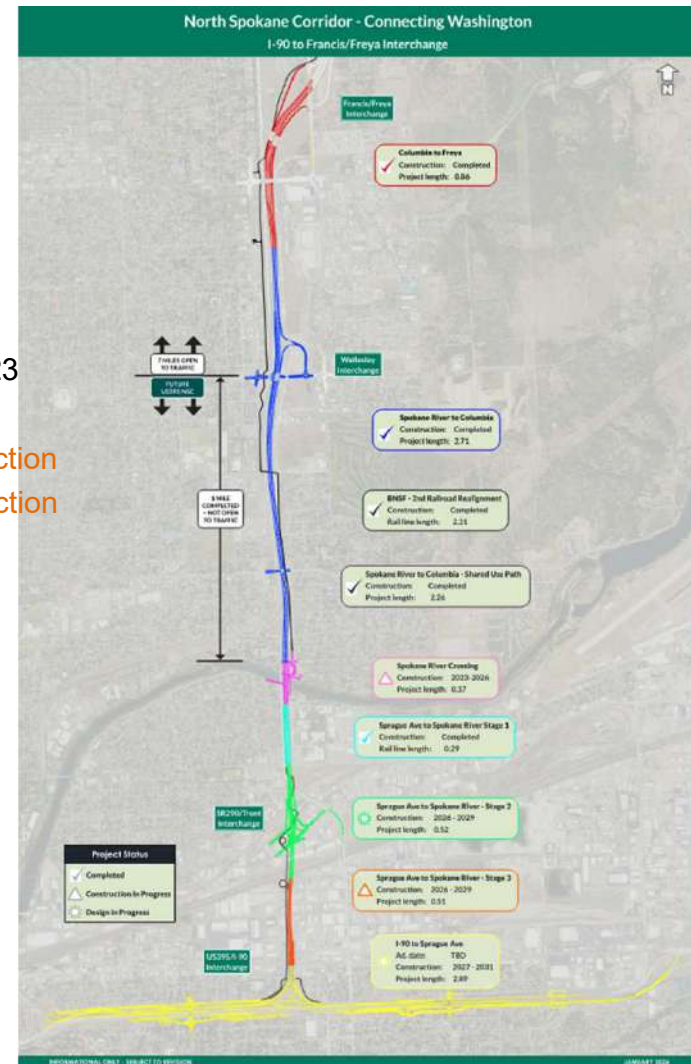
- Spokane River to Columbia – completed 2024
 - NSC to Wellesley Ave. opened in Nov. 2023
- Children Of the Sun Trail – completed 2024
 - Portion of trail opened in June 2024
- Sprague Ave to Spokane River – Stage 1 – completed 2023
- Spokane River Crossing – **Under construction**
- Sprague Ave to Spokane River – Stage 2 – **Under construction**
- Sprague Ave to Spokane River – Stage 3 – **Under construction**
- I-90 to Sprague Ave – **Design Phase**

NSC FUNDING AT A GLANCE - Connecting Washington

PROJECT	PRIOR to 2023	2023-2025	2025-2027	2027-2029	2029-2031	TOTAL
US 395 North Spokane Corridor	316.9	173.7	372.9	411.5	28.4	1,303.3
Children of the Sun Trail - Sprague Avenue to Spokane River	0	0	2.1	0.5	27.3	30

(Dollars rounded, shown in millions)

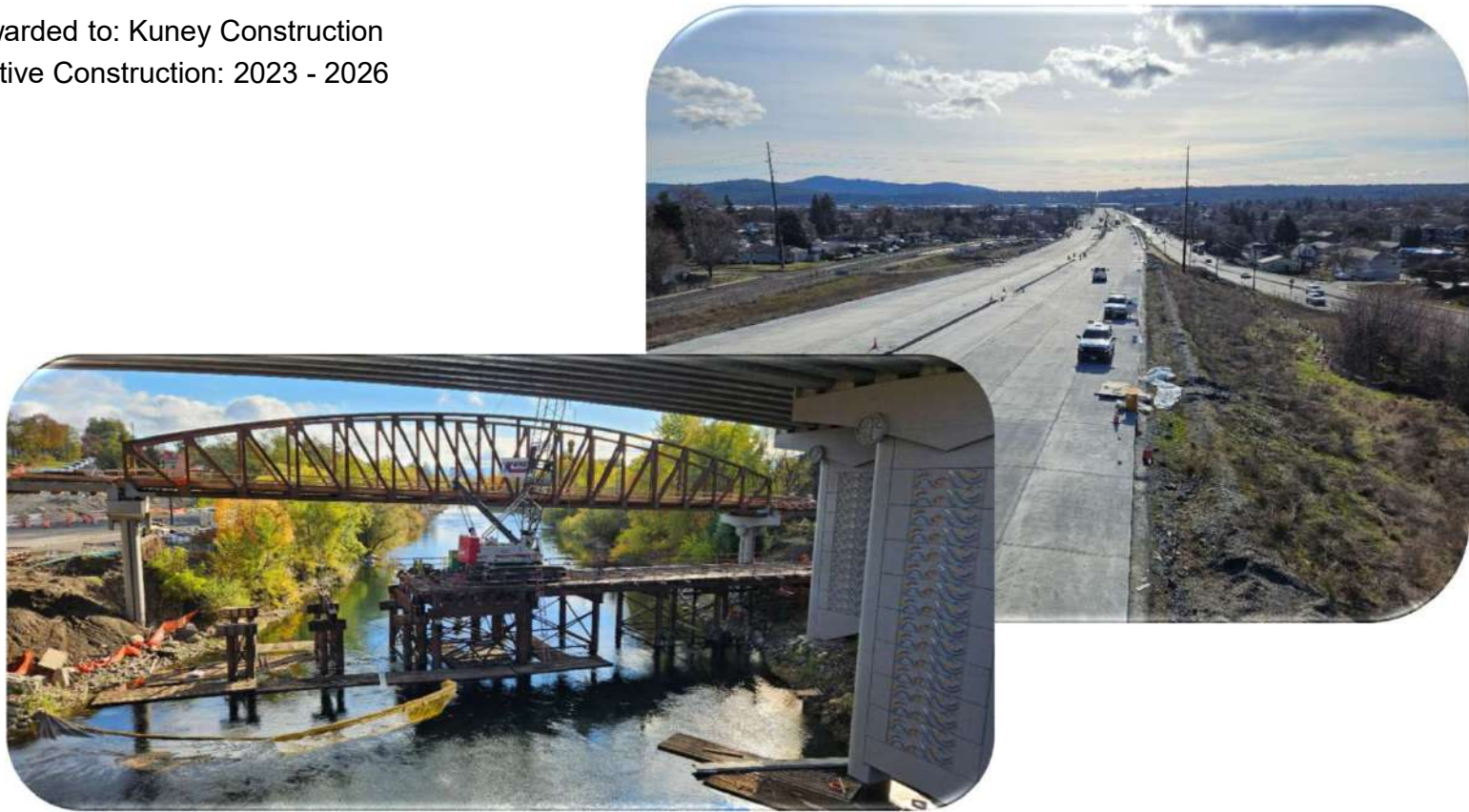
- North Spokane Corridor is currently fully funded for completion.
- Expenditures spread out from 2017 to 2031.
- Delivery schedule and budget contingent upon legislative action.



NSC – Spokane River Crossing

Awarded to: Kuney Construction

Active Construction: 2023 - 2026



Washington State
Department of Transportation

NSC – Sprague to Spokane River Stage 2

This project will construct new NSC lanes from roughly Alki Avenue to Mission Avenue and connect with Stage 1. It also includes the half interchange at SR 290.

Awarded to: Kuney Construction

Active Construction: 2026-2029



Washington State
Department of Transportation

NSC – Sprague to Spokane River Stage 3

This project will construct elevated structures for the NSC from roughly Sprague Avenue to Alki Avenue.

Awarded to: Kuney Construction

Active Construction: 2025-2028



NSC – I-90 Connection

13 Vehicular Bridges

4 Pedestrian Bridges

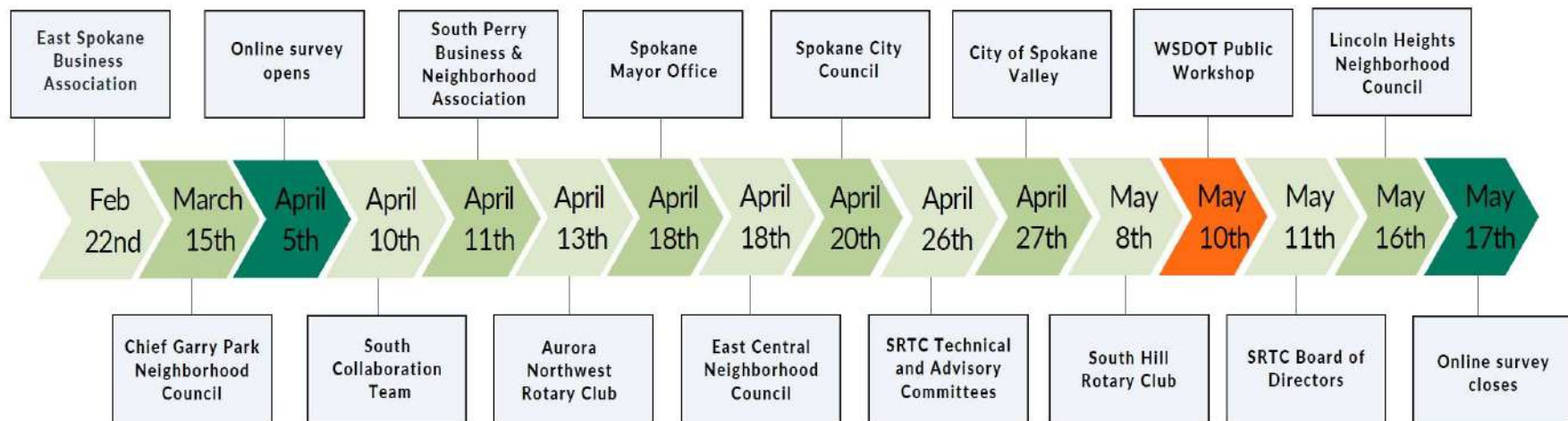
Currently working on utilities, project breakout, staging, and construction traffic control



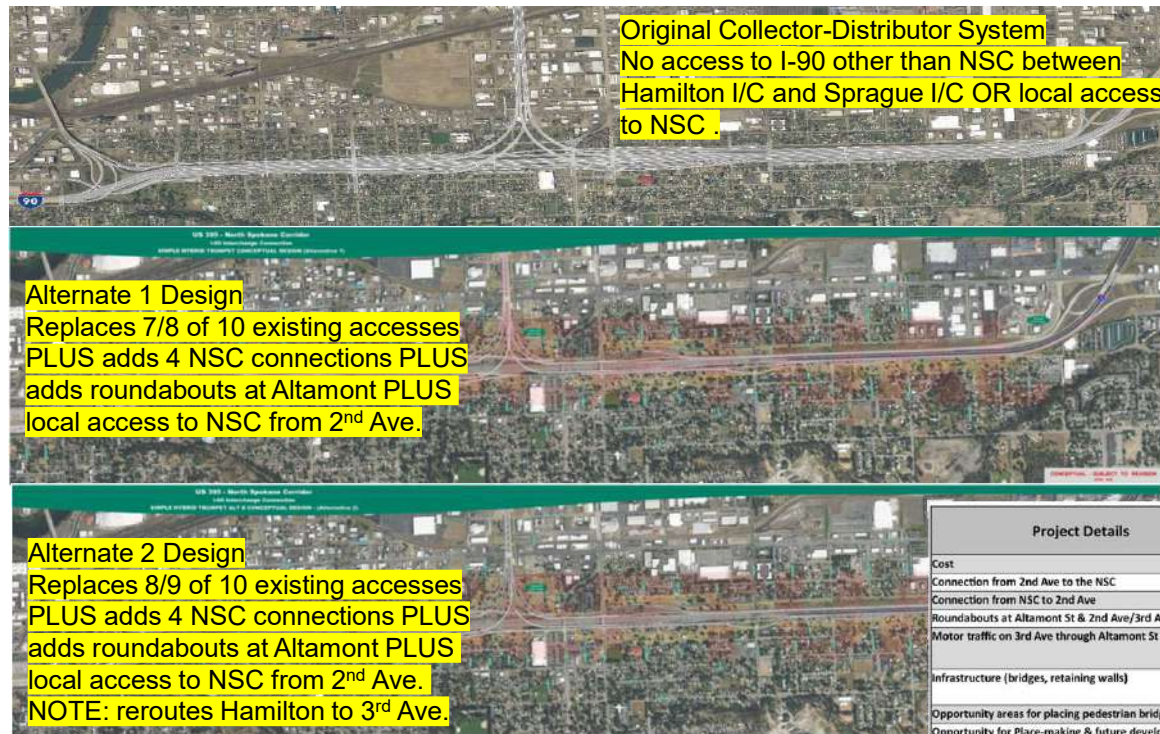
Community Centered Engagement 2023

NORTH SPOKANE CORRIDOR AND I-90 CONNECTION

Community Engagement Timeline



NSC Connection to I-90 - Access



Project Details	Alternative 1 (Freya St on-ramp to I-90 only)	Alternative 2 (Freya St & Altamont St on-ramps to I-90)
Cost	\$25-30 million less than Alt 2	\$25-30 million more than Alt 1
Connection from 2nd Ave to the NSC	Yes	Yes
Connection from NSC to 2nd Ave	Yes	Yes
Roundabouts at Altamont St & 2nd Ave/3rd Ave	Yes	Yes
Motor traffic on 3rd Ave through Altamont St roundabout	Significantly less than Alt 2 - due to Hamilton St direct east-bound connection to I-90.	Significantly more than Alt 1 - loss of direct connection from Hamilton St to I-90 diverts eastbound traffic onto 3rd Ave until Altamont St on-ramp.
Infrastructure (bridges, retaining walls)	Less complex design, fewer retaining walls and bridges - smaller footprint	More complex design, more retaining walls and bridges - larger footprint
Opportunity areas for placing pedestrian bridges	More than Alt 2, due to less infrastructure	Less than Alt 1, due to more infrastructure
Opportunity for Place-making & future development	Greater opportunity than Alt 2, due to less infrastructure	Less opportunity than Alt 1, due to more infrastructure
Eastbound ramp to I-90 from Hamilton St	Maintains existing on-ramp to I-90	Traffic diverted onto 3rd Ave through Altamont St roundabout and then onto I-90 on-ramp at Altamont street.
I-90 eastbound to Altamont St exit	Maintains existing off-ramp to Altamont St	Adjusted alignment, shared off-ramp with NSC northbound
Eastbound I-90 to NSC	Yes	Yes
Eastbound I-90 off-ramp to Thor St/Freya St exit	Maintains existing off-ramp to Thor St/Freya St	Adjusted alignment for off-ramp
Eastbound from Altamont St area to I-90	Take 3rd Ave to on-ramp east of Thor St/Freya St	On-ramp from Altamont St
Travel Time: From roundabouts at 2nd & 3rd Aves at Altamont St to eastbound I-90	~2 minutes more than Alt 2	~2 minutes less than Alt 1
Eastbound on-ramp from NSC to I-90	Yes	Yes
Eastbound I-90 on-ramp east of Thor St/Freya St	Yes	Yes
Westbound I-90 off-ramps to Thor St/Freya St and NSC	Yes	Yes
Westbound I-90 off-ramps to Hamilton St and 2nd Ave	Yes	Yes
Westbound I-90 on-ramp from Altamont St	Yes	Yes

Potential Off-ramp to 2nd Ave/Altamont



Community Centered Engagement 2024, 2025, 2026

Milestones	Meeting Timeline	Locations
I-90 Connection / Trumpet	Jan 2024 (2)	Carl Maxey Center / Liberty Park Library / MLK Center
Special Places and Critical Connection Points	*2018 / Nov 2025-Jan 2026 (4)	Scott Elementary / Carl Maxey Center / Liberty Park Library
Pedestrian Bridges (Location, Ramp Shape, Amenities)	Sep 2024 (1) / Nov 2024 (1) / Jan-Feb, May 2025 (2) / Dec 2025 – Jan 2026	Liberty Park Library / Nuestras Raices / Scott Elementary / Carl Maxey Center / Spokane Conservation District
Plaza Design Themes	Dec 2025-Feb 2026 (7)	Scott Elementary / Carl Maxey Center / Liberty Park Library / Fred Meyer
Visual Level of Service (VLOS)	Feb 2024 / Jan-Feb 2026 (9)	Scott Elementary / Fred Meyer / Liberty Park Library / MLK Center / The Hive / Online
Architectural Features	Jan-Feb 2024 (4) / July 2024 (1) / Oct 2024 (1) / Feb-May 2025 (3) / Jan-Mar 2026 (6)	MLK Center / Scott Elementary / Liberty Park Library / Nuestras Raices / Fred Meyer / The Hive / Global Thrift / Online
Hard and Soft Landscaping (Enhanced Stormwater Swales, Wayfinding Kiosk Locations, Gateway Features, Sightlines)	Jan-Mar 2026 (9)	Scott Elementary / MLK Center / Liberty Park Library/ The Hive / Fred Meyer / Global Thrift / Online

30 total meetings (Jan 2024-Mar 2026)
(workshops, listening sessions, and pop-ups)

10 unique locations



Community Events (January 2024 – March 2026)

- **Lunar New Year** (February 2024, 2025, 2026)
- **Bike Swap** (April 2024, 2025)
- **Felts Field Neighbor Day** (June 2024, 2025)
- **Summer Parkways** (June 2024, 2025)
- **Juneteenth** (June 2024, 2025)
- **Spokane Eastside Reunion Association (SERA) Community Celebration** (August 2024)
- **Unity in the Community** (August 2024-5)
- **Valleyfest** (September 2024-5)

Community Centered Engagement 2026

Date	Subject
Saturday July 11, 10am to 1pm	Plant Palette, Screening opportunities
Saturday August 22, 10am to 2pm	Landscape design input on: - Havana Street at 3rd and 4th Avenue Intersection - Freya Street and 3rd Avenue - Carnahan Street Pedestrian Plaza
Saturday October 3, 10am to 2pm	Landscape design input on: - Altamont Roundabouts - Lee Street Pedestrian Plaza - Lacey Street Pedestrian Plaza
Saturday November 14, 10am to 2pm	Landscape design input on: - Sprague Avenue Pedestrian Plaza - Other
Thursday January 14, 5pm to 7pm	Report Out



Enhanced Multimodal Bridges



Enhanced Multimodal Bridges





Altamont Street looking northeast



Altamont Street looking north



Freya/Thor Street looking northeast

Senate Bill 5853 - Requirements

WSDOT may **lease** property to a **community-based nonprofit corporation** or the **department of commerce**, to be used for the **following community purposes** made unavailable due to the placement of the highway projects:

- Housing and ancillary improvements
- Parks
- Community revitalization projects
- Enhanced public spaces, such as trails and public plazas
- Projects that provide enhanced economic development in the impacted community.



Inventorying Available Land North of the Spokane River



**Washington State
Department of Transportation
NSC Place Lease Lands**

Spokane Image Consortium, Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community,

Pilot Parcels

- E. Euclid Ave. & N. Greene St.
- E. Piper Road & N. Fairview Road
- E. Wellesley Ave. & N. Market St. A
- E. Wellesley Ave. & N. Market St. B
- Max Snyder (Bldg 50)
- N. Freya St. & US 395
- N. Greene St. & E. Cleveland Ave.

Legend

- N. Greene St. & E. Euclid Ave.
- N. Market St. & E. Fairview Ave.
- N. Newport Hwy. & E. Farwell Road (NW)
- N. Newport Hwy. & E. Farwell Road (SW)
- N. Ralph St. & E. Montgomery Ave.
- US 395 & Gerlach Road
- North Spokane Corridor



0 0.07 0.15 0.3 Miles



**Washington State
Department of Transportation**

Available Public Land



Questions/Comments?



SRTC Data Program Development

**SRTC Board of Directors
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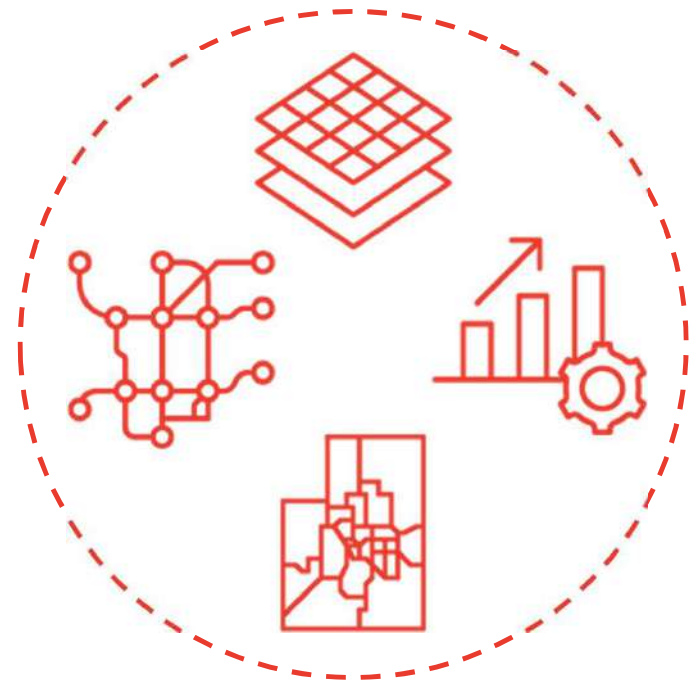
Project Background

- ▶ **SRTC relies on a wide range of data products**
- ▶ **Often developed on an as-needed basis**
- ▶ **The current UPWP includes the development of a formal data program framework to:**
 - › **Improve consistency + efficiency**
 - › **Standardize collection, documentation + tracking**
 - › **Define data governance + stewardship roles**

Project Scope

Data Product Definition:

- 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 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																		

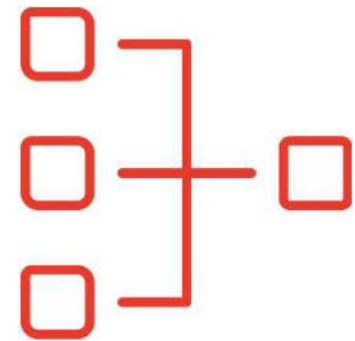
Task 1: Inventory Data Products

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



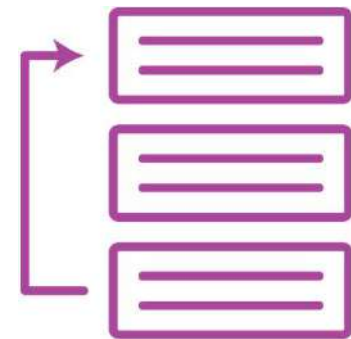
Task 2: Design Program Framework

- ▶ 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?

David Fletcher
Principal Transportation Planner
dfletcher@srtc.org | 509-343-6370

July 9, 2026



Critical Urban and Rural Freight Corridors Update

SRTC Board of Directors

Agenda Item 9

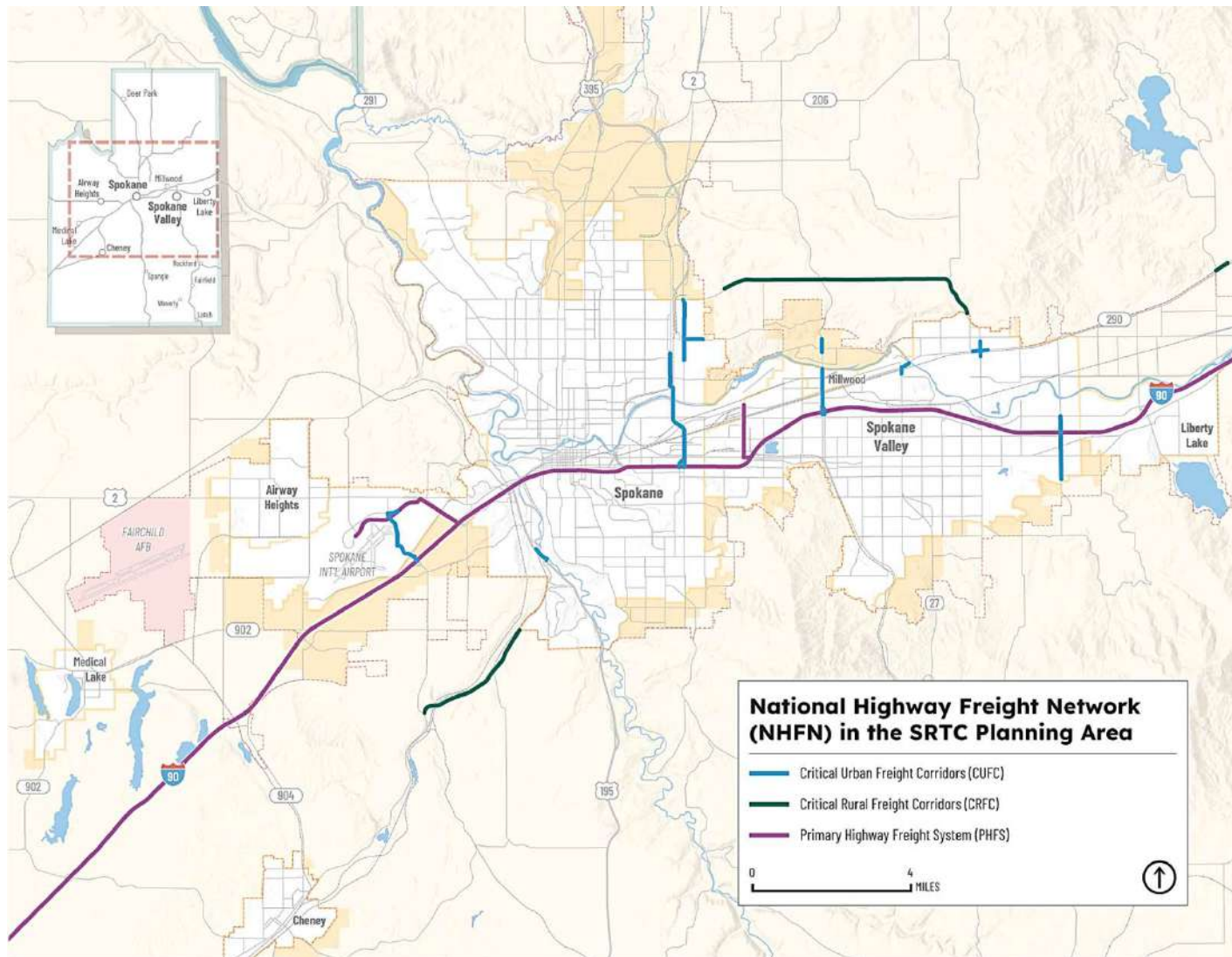
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Overview

- ▶ **WSDOT is updating the state's Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC)**
- ▶ **They have asked MPO/RTPOs to review and update these designations within their regions**
- ▶ **Last updated in 2022**
- ▶ **Follows the National Highway Freight Program (NHFP) project selection process that occurred earlier this year**



CUFC/CRFC Designation

- ▶ **Allows use of NHFP funds**
- ▶ **Enables eligible freight projects to compete for INFRA grant funding**
- ▶ **Designation alone does not provide funding; it makes a project eligible to seek funding**
- ▶ **Subject to mileage caps established by the Bipartisan Infrastructure Law (BIL)**

CUFC/CRFC Requirements

- ▶ **Proposed new segments should:**
 - › **Support projects anticipated to seek federal freight funding (INFRA or similar program) within the next 4 years**
 - › **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

- ▶ **Used the 2022 NHFP Regional Freight Priority Projects List to identify potential corridors**
- ▶ **Prioritized corridors containing NHFP priority projects**
- ▶ **Considered additional projects submitted through the NHFP process**
- ▶ **Included additional qualifying corridors proposed by local agencies**

FFY 2027–2032 NHFP

Regional Freight Priority Projects List

#	Project Name	Agency
1	Sullivan/Trent Interchange	Spokane Valley
2	Latah Bridge Rehabilitation Design Only	Spokane
3	Argonne Rd Project #2 Argonne/Upriver Intersection	Spokane County
4	Barker/I-90 Interchange	Spokane Valley
5	Monroe St Bridge	Spokane
6	21 st Avenue Improvements Phase 1 Garfield to Hayford	Airway Heights
7	Harvard Rd/BNSF Grade Separation Planning Study	Spokane County
8	Inland Empire Way Northbound Only	Spokane
9	Craig Rd & I-90 Four Lakes Connection	Spokane County
10	Argonne Rd Project #1 Wellesley to Columbia Rehabilitation	Spokane County
11	Argonne Rd Project #3 Centennial Trail Argonne Gap	Spokane County

Additional Routes Proposed by Local Agencies:

- ▶ Ray St: Hartson to 17th
- ▶ Freya St: Francis to Wellesley (designated as a CUFC in 2022)
- ▶ Craig Rd: US 2 to Highline Grain Elevators

Projects highlighted in **green** are located on a CUFC/CRFC route.

Projects highlighted in **yellow** are not located on a CUFC/CRFC route.

Questions?

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July 9, 2026



Transportation Improvement Program (TIP) Annual Obligation Report

Benjamin Kloskey
Associate Transportation Planner II

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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

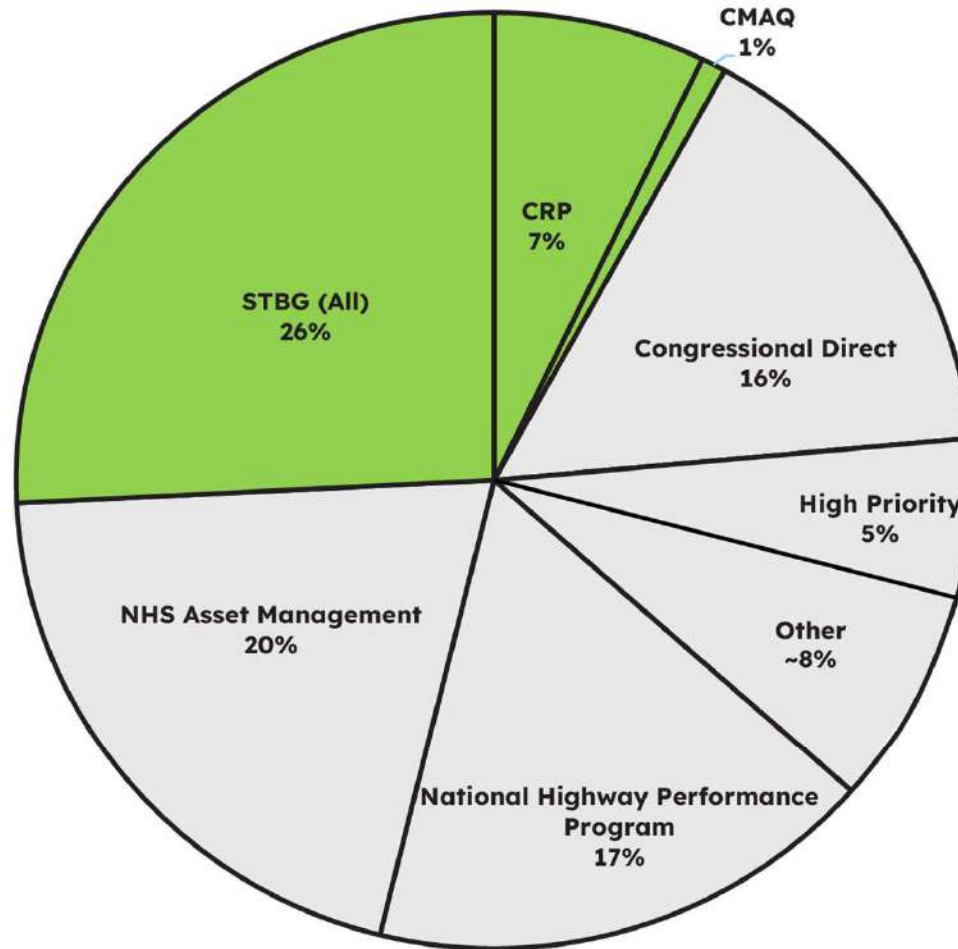
Program Year	Federal Funds Obligated
2025	\$35 million
2024	\$51 million
2023	\$61 million
2022	\$49 million
2021	\$44 million

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



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 Update

Angela Paparazzo, Associate Transportation Planner I

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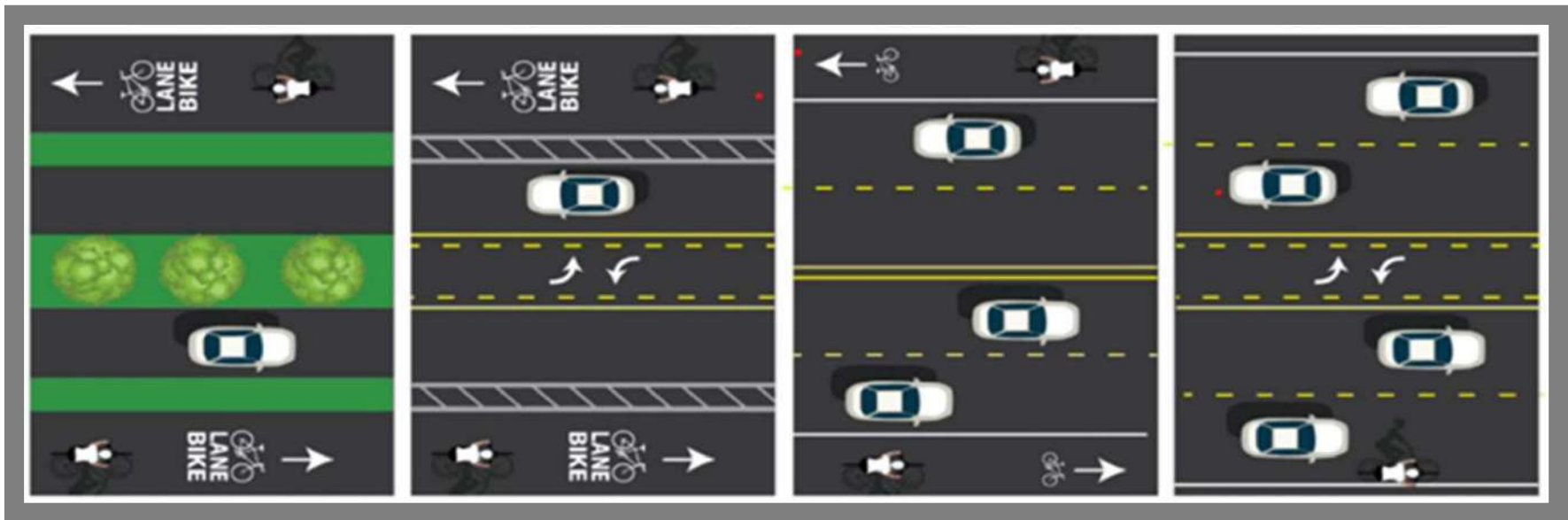
What is Level of Traffic Stress

LTS - 1

LTS - 2

LTS - 3

LTS - 4



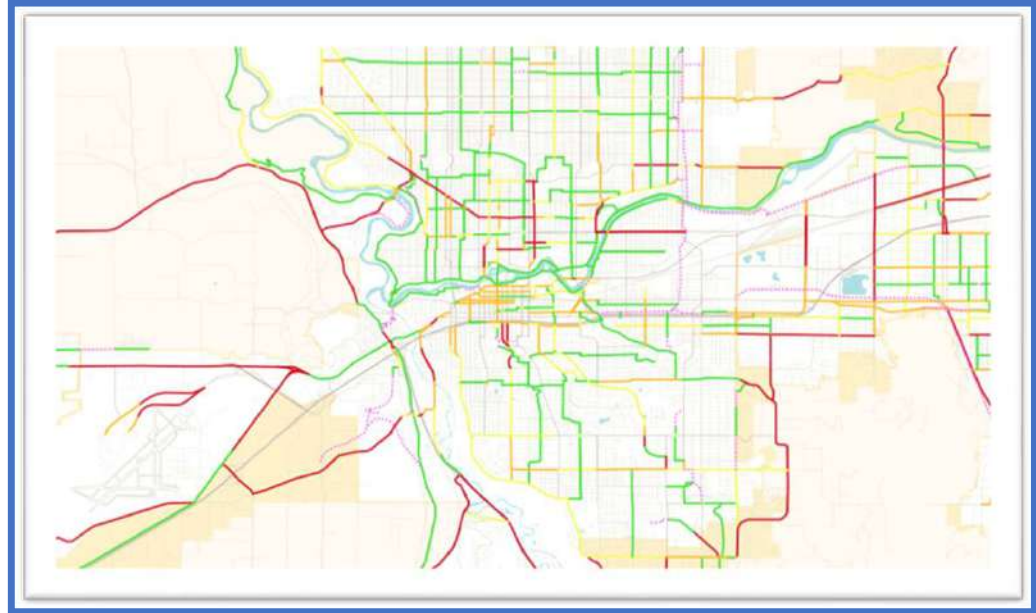
The Update Process:

1. Analyze 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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CY 2026 Budget Amendment

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Why Is an Amendment Needed?

Three key changes require updates to the CY 2026 Budget:

1. ETS Grant Project

- Carried forward from 2025 Q4 into 2026
- Increases both revenues and expenditures by \$669,485

Why Is an Amendment Needed?

2. Audit Recommendations

- Annual Transportation Summit (GSI) and PTV modeling software (partner agencies) reimbursements to be recorded as revenue
- *Miscellaneous Revenue Sources* line added to Revenue section of budget summary for reimbursements = \$35,000
- Budget for and record *total* expenses for Annual Summit and PTV Software

Why Is an Amendment Needed?

3. Planning Projects

- Updates to the timing and cost of the ITS Update and Transportation Funding Study
- Carries forward available funding into 2026
- CPG revenue increase \$23,770 to balance expenses

Other Minor Adjustments

- Rescheduled data acquisition to 2027
- WA software maintenance sales tax
- Office furniture
- Reduced insurance costs

Questions?

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