



Spokane Regional Transportation Council

Transportation Technical Committee Meeting

Wednesday, August 26, 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/j/81656202452?pwd=ko00IK05dn3lnHnTeoD5VRTtBLLqA6.1>

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 #
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1:00	1	Call to Order/Record of Attendance	
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1:05	2	Public Comments/TTC Member Comments/Chair Report on July Board of Directors Meeting	
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FOR ACTION

1:15	3	Consent Agenda	
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	a)	June TTC Meeting Minutes	3
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	b)	CY 2026-2029 Transportation Improvement Program (TIP) Amendment – August & September 2026	10
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INFORMATION AND DISCUSSION ITEMS

1:20	4	Guest Presentation: Division Street Bus Rapid Transit (BRT) (Dan Wells & Don Skillingstad, STA) <u>No Memo</u>	N/A
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1:40	5	CY 2027 Unified List: Projects for State & Federal Versions – Draft (David Fletcher)	17
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1:55	6	2027-2030 Transportation Improvement Program (TIP) – Draft (Ben Kloskey)	19
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INFORMATION: No Presentation

2:05	7	Agency Update and Future Information Items (David Fletcher)	
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2:10	8	Adjournment (Chair)	
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Transportation Technical Committee Meeting Minutes

Wednesday, June 24, 2026– 1:00 pm

1 Call to Order/ Excused Absences

Ms. Limon called the meeting to order at 1:01 pm, and attendance was taken.

In attendance were:

Committee Members:

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

Absent Members:

Dan Ferguson
City of Cheney
Julia Whitford
Kalispel Tribe
Sonny Weathers
Small Cities/Towns Rep
Maria Cullooyah
Spokane Tribe
Mike Pea
WSDOT-ER

Guests:

Robyn Lashbrook
WSDOT-ER
Alex Proszek
WSDOT-ER
Emily Poole
STA
Mark Brower
KPFF
Alex Rempe
KPFF
Tyler Kimbrell
City of Spokane
Kristen Armstrong
City of Spokane Valley
Katherine Miller
City of Airway Heights
Stu Barton
J-U-B Engineers
Riannon Zender
J-U-B Engineers
LeAnn Yamamoto
CommuteSmart NW
Paul Kropp

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Greg Griffin
Admin Services Manager
Bailee Petersen
Comm. & PR Coor.
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
Angela Paparazzo
Associate Transp. Planner 1



2 Public Comments

There were no public comments.

Member Comments

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

Chair Report on SRTC Board Meeting

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

ACTION ITEMS

3 Consent Agenda

- a. May TTC Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – July 2026

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

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

Mr. Kloskey presented the final draft of the 2026 Coordinated Public Transit Human Services Transportation Plan (CPT-HSTP) and requested a recommendation for Board approval. He provided a brief overview of the plan, noting it is updated every four years, with the previous update completed in 2022. He explained that the plan's primary goals are to identify transportation service gaps, support funding opportunities for local service providers to address those gaps, and increase public awareness of available transportation services.

Mr. Kloskey reviewed the planning process, noting the plan was developed in partnership with Spokane Transit Authority and has been underway since December 2025. Development included several months of public outreach, stakeholder meetings, surveys, an open house, and a public comment period that concluded the previous week. He stated the final draft incorporates feedback received throughout the process and will be presented to the Board for adoption at its July meeting.

Mr. Kloskey highlighted several improvements made since the 2022 plan update. He explained that public input was incorporated throughout the document to demonstrate how community feedback informed the planning process. He also noted the addition of area profiles describing the demographic and geographic differences across Spokane County to better reflect the unique transportation needs of individual communities. Additional updates included refinements to the plan's strategies and priorities, reaffirmation of the need to continue existing transportation services, and a greater emphasis on conducting in-person outreach to engage community members directly during plan development.



There were no questions or comments.

Mr. Clark made a motion to recommend the Final Draft of the Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) as presented. Mr. Greene seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: North Spokane Corridor (NSC) Update

Ms. Robyn Lashbrook and Ms. Alex Proszek, project engineers for the North Spokane Corridor (NSC), provided an update on the project, describing its purpose, current construction progress, upcoming milestones, and community engagement efforts. They explained that the corridor is intended to reduce congestion on Division Street by providing a limited-access, 10-mile corridor that will significantly decrease travel times, improve freight mobility, reduce emissions, enhance safety, and support economic development. They also highlighted the Children of the Sun Trail, which parallels the corridor and provides a multimodal transportation option.

Ms. Lashbrook reviewed recent project milestones, noting the completion of the Spokane River to Columbia segment, which opened to Wellesley in November 2023, the completion of portions of the Children of the Sun Trail in 2024, and the completion of Stage 1 near Spokane Community College. She explained that construction is currently underway on the Spokane River Crossing and Stage 3, while Stage 2 has recently been awarded and is preparing to begin construction. Design work is also continuing for the final I-90 connection, which includes multiple bridge structures broken into 3 projects: Hamilton to Thor, the interchange, and Freya-to-Appleway.. She noted the Freya-to-Appleway project is expected to be advertised in March 2027, followed by Hamilton-to-Thor in May 2027 and the interchange in October 2027.

Ms. Proszek provided additional construction updates, noting that work on the Spokane River Crossing began in 2023 and connects the previously completed Spokane River to Columbia segment with Phase 1 near Spokane Community College. She reported that the two mainline bridge structures have been completed, while work on the pedestrian bridge and surrounding city streets is expected to be finished this fall. She also reported that Stage 2, extending from Phase 1 (near SCC) to a new half interchange at Trent Avenue, has been awarded to Kuney Construction and is expected to begin shortly. Stage 3, which continues from Sprague Avenue to approximately Alki Avenue, is progressing rapidly, with foundations, columns, and most crossbeams completed. Bridge deck construction is expected to begin soon.

Ms. Lashbrook highlighted several design features incorporated through community engagement, including replacement pedestrian bridges that meet ADA standards with covered bridges for year-round usability, improved urban design elements, and community-selected architectural features. She noted that public feedback played a significant role in shaping the bridge designs and other project elements. She also reported that approximately 7.5 miles of the corridor are currently open to traffic, with the next segment extending to Trent Avenue. In response to a question from Ms. Note regarding the anticipated opening date for



the Trent segment, Ms. Lashbrook stated that the contractor is currently estimating completion in June 2029.

Ms. Lashbrook also discussed the implementation of Senate Bill 5853, which authorizes WSDOT to lease surplus right-of-way acquired for the NSC to community-based nonprofit organizations or the Department of Commerce for community purposes. She explained that lease revenue would be dedicated to future maintenance of the North Spokane Corridor. In response to questions from Ms. Limon regarding how the leased properties would be used, Ms. Lashbrook explained that most of the sites are vacant parcels intended for future community development, while one site includes the existing Max Snyder building. Ms. Harshman further clarified that the pilot program consists of three properties and that WSDOT is developing requests for proposals for long-term leases to nonprofit organizations that will carry out community-supported development on the sites.

6 SRTC Data Program Development

Mr. Fletcher presented an overview of SRTC's Data Program Development initiative, explaining that the project is intended to establish a more structured approach to managing the agency's data resources. He noted that while SRTC relies on numerous datasets, models, maps, dashboards, and other information products to support planning and decision-making, much of the current data management process is conducted on an as-needed basis, creating inefficiencies. The project, identified in the Unified Planning Work Program, aims to improve efficiency, maximize the value of agency data, and better support planning, reporting, and decision-making.

Mr. Fletcher explained that the project consists of three primary tasks. The first is developing a comprehensive inventory of SRTC's core data products, including datasets, GIS layers, visualizations, dashboards, forecasting tools, and supporting documentation. The second task focuses on establishing a data program framework by documenting workflows, defining update schedules and maintenance cycles, identifying dependencies between planning activities and data products, establishing data governance and stewardship responsibilities, and developing guidelines for archiving and sharing data. He noted that archiving has become increasingly important as some previously available external datasets are no longer accessible. The third task will evaluate existing data gaps and prioritize future data needs to ensure SRTC continues to meet its MPO and RTPPO responsibilities while strengthening planning and decision-making, improving information available to stakeholders and the public, and supporting member agencies' data needs.

Mr. Fletcher stated that staff are currently finalizing the agency's data inventory and will next develop workflow documentation and guidance. He noted that a data needs and prioritization workshop with the committees is anticipated later this year to gather input on future data priorities and identify opportunities to better support member agencies.

Mr. Clark asked how the initiative relates to SRTC's previous data project completed approximately five to six years ago. Mr. Fletcher responded that while the current effort is a



separate project, it builds upon the previous work by providing a structured framework for maintaining and updating the data products and tools developed through that earlier initiative, addressing the growing need for long-term data management and stewardship.

7 Critical Urban and Rural Freight Corridors Update

Mr. Fletcher presented an update on the review of Critical Urban and Rural Freight Corridor designations following WSDOT's request for MPOs and RTPOs to update eligible freight corridors within their regions. He explained that the effort is a continuation of the National Highway Freight Program (NHFP) project selection process completed earlier this year and that projects receiving NHFP funding must be located on the National Highway Freight Network, which includes the Interstate System as well as designated Critical Urban and Rural Freight Corridors. He noted that these designations also establish eligibility for NHFP formula funding and INFRA grant funding for qualifying freight projects.

Mr. Fletcher reviewed the eligibility criteria for corridor designation, explaining that corridors should be associated with projects expected to seek federal freight funding within the next four years, be located on public roadways, and demonstrate a connection to freight movement through the Freight and Goods Transportation System, a major freight facility, or documented regional or statewide freight significance. He also explained that federal mileage caps established under the Bipartisan Infrastructure Law limit the number of miles that can be designated. He noted that Washington has exhausted its available urban corridor mileage, meaning that any new urban designations would require the removal of existing corridors, while approximately 124 miles remain available for rural freight corridor designations.

Mr. Fletcher described SRTC's proposed approach for responding to WSDOT's request, noting it mirrors the process used in 2022. Under that approach, corridors associated with projects awarded NHFP funding would receive the highest priority for designation, followed by corridors identified on SRTC's adopted NHFP Regional Freight Priority Projects list and, lastly, corridors associated with other locally submitted freight projects. He stated that all corridors submitted through the 2022 process were ultimately designated and presented the current list of rural freight corridor candidates that would be forwarded to WSDOT if the same prioritization process is followed. He invited committee members to provide feedback on additional corridors that may meet the designation criteria.

Ms. Limon asked when committee members should provide additional comments if they identified other corridors after the meeting. Mr. Fletcher encouraged members to contact him as soon as possible, noting that while WSDOT's submission deadline is August 10, staff would like to finalize SRTC's list by the end of July to allow sufficient time for review.

Mr. Jackson asked whether there was an update on WSDOT's National Highway Freight Program project selection process. Mr. Fletcher responded that the recommended project list has been finalized and that awarded projects will be included in the draft State Freight Plan expected to be released in August. He added that agencies selected for funding are expected to receive notification before the plan is released, although WSDOT has not provided a specific



notification date. When Mr. Jackson asked whether the recommended project list could be shared, Mr. Fletcher explained that he was unable to distribute it but suggested agencies contact the WSDOT Rail, Freight, and Ports Office for additional information.

8 Transportation Improvement Program (TIP) Annual Obligation Report

Mr. Kloskey presented the annual Transportation Improvement Program (TIP) Obligation Report, explaining that the report is a federal requirement completed each year by March 31 and provides information on previous, current, and anticipated federal transportation funding programmed through the TIP. He explained that an obligation occurs when the federal government authorizes a project sponsor to expend awarded federal funds, while a de-obligation occurs when previously obligated funds go unspent and are returned to the awarding agency.

Mr. Kloskey reviewed recent obligation trends, noting that while total federal obligations in calendar year 2025 were lower than in some previous years, annual fluctuations are common and are largely influenced by the timing of grant awards. He also summarized 2025 obligations by fund type, noting that SRTC-managed funds accounted for approximately one-third of all federal funds obligated during the year, which is consistent with typical annual trends.

Looking ahead to 2026, Mr. Kloskey reported that SRTC currently projects approximately \$16.8 million in SRTC-managed federal obligations and approximately \$64.5 million in non-SRTC-managed obligations, for an estimated total of \$81.3 million in federal obligations if all currently programmed projects proceed as scheduled. He noted that these projections remain subject to change as project schedules and funding obligations shift over time.

Mr. Kloskey also highlighted that 2026 is expected to be a significant year for federal grant funding, with nearly \$10 million anticipated to be obligated through the National Highway Performance Program (NHPP), the RAISE Grant Program, and the Federal Transit Administration Section 5307 program. He concluded by noting that SRTC's managed obligation target for 2026 is \$14.5 million and that current projections indicate the agency is on track to exceed that target, assuming projects continue to advance as anticipated.

There were no questions or comments.

9 Bike Level of Traffic Stress Update

Ms. Paparazzo presented an update on SRTC's Bicycle Level of Traffic Stress (LTS) analysis, explaining that the update supports implementation of Horizon 2050 by providing a data-driven tool to evaluate the safety and comfort of the Regional Bicycle Priority Network. She noted that SRTC previously completed an LTS analysis in 2023 and is now updating the analysis to reflect the adoption of Horizon 2050.

Ms. Paparazzo explained that the Bicycle Level of Traffic Stress uses a four-level ranking system to classify how comfortable roadway conditions are for cyclists. She described Level 1 as routes that are comfortable for nearly all users with strong separation from traffic, while



Levels 3 and 4 represent increasingly stressful conditions involving greater interaction with higher-speed or higher-volume traffic. She noted that the updated analysis will utilize WSDOT's "Designing for Level of Traffic Stress" guidance, which is compatible with the methodology used in the previous analysis conducted by the Montana Transportation Institute.

Ms. Paparazzo stated that staff will update the region's GIS data using roadway characteristics such as lane width, speed, number of travel lanes, and other relevant factors to calculate new LTS designations. She added that SRTC will work with the TTC and member jurisdictions to verify that the updated data accurately reflects completed roadway improvements and existing conditions.

Ms. Paparazzo concluded that the updated analysis will help identify safety and comfort gaps within the Regional Bicycle Priority Network, support future infrastructure investment decisions, improve accessibility for active transportation users, and provide cyclists with a resource to identify lower-stress routes throughout the region.

Mr. Jackson commented that the City of Spokane Valley recently completed a similar Level of Traffic Stress analysis for both bicycle and pedestrian facilities as part of its Active Transportation Plan. He noted that the effort revealed several data quality issues in the City's GIS database, requiring significant verification and correction before the analysis accurately reflected existing roadway conditions. He encouraged SRTC to carefully review the underlying data and offered to share the City's GIS layer for comparison. Ms. Paparazzo thanked Mr. Jackson for the offer, stating that the information would be extremely helpful to the update process.

INFORMATION (NO PRESENTATION)

10 Agency Update

Mr. Fletcher reminded the committee that the Technical Transportation Committee will not meet in July unless an essential item requiring committee action arises. He also informed members that a guest presentation from Spokane Transit Authority regarding Proposition 1 had been added to the Technical Advisory Committee agenda and will also be presented to the SRTC Board at its July meeting. He explained that the presentation was not included on the TTC agenda because it is primarily a policy-focused topic. Mr. Fletcher concluded the agency updates by introducing SRTC's new Communications and Public Relations Coordinator, Bailee Petersen, who most recently served in a similar role at DCI Engineers.

There being no further business, the meeting was adjourned at 1:57 PM.

Anadia Grier, Clerk of the Board



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

Requested Action:

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

Key Points:

- There are 6 projects included in the August 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 09/18/2026. Please see the **Supporting Information** for more details.
- In accordance with TIP Guidebook Policy 3.6, SRTC is seeking retroactive approval of this amendment following the cancellation of the August 2026 SRTC Board meeting.

AGENCY

Spokane Transit Authority
Spokane Transit Authority
Spokane Transit Authority
Spokane Transit Authority
Spokane Transit Authority
Spokane Transit Authority

PROJECT

Preventative Maintenance 5307
Section 5310 Funding for Seniors and People with Disabilities
Wellesley High Performance Transit (HPT) Design & Engineering
Division Complimentary Active Transportation Planning & Design (**NEW**)
Fixed Route Bus Purchase & Paratransit Fleet Purchase (5339)
Division Line: Division BRT Project Development, Construction and Implementation

Board/Committee Discussions:

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

Public Involvement:

The proposed August amendment was published for a public review and comment period from 07/13/26 through 07/22/26. On 07/13/2026, 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

2026-2029 Transportation Improvement Program

August Amendment (26-08)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
Spokane Transit Authority WA-04660	Preventative Maintenance 5307 Updated funding estimates and added further years of program funding.	Federal (5307)	\$98,835,893
		State	\$0
		Local	\$24,708,974
		Total	\$123,544,867
Spokane Transit Authority WA-09380	Section 5310 Funding for Seniors and People with Disabilities Adjusted 2027 to the actual 2026 apportionment and added funding to years further out in the TIP.	Federal (5310)	\$5,026,026
		State	\$0
		Local	\$2,952,790
		Total	\$7,978,816
Spokane Transit Authority WA-16715	Wellesley High Performance Transit (HPT) Design & Engineering Added funds into 2027.	Federal (5307)	\$1,260,000
		State	\$0
		Local	\$680,000
		Total	\$1,940,000
Spokane Transit Authority TBD	Division Complimentary Active Transportation Planning & Design (NEW) The Complementary Active Transportation (CAT) Design Package project will prioritize and design active transportation improvements adjacent and parallel to the Division Street Corridor.	Federal (Discretionary)	\$1,920,000
		State	\$0
		Local	\$480,000
		Total	\$2,400,000

Spokane Transit Authority WA-07237	Fixed Route Bus Purchase & Paratransit Fleet Purchase (5339) Moved 2025 & 2026 apportionments to the 2027 calendar year and added paratransit vehicle purchase to the project.	Federal (5339)	\$11,577,796
		State	\$0
		Local	\$2,043,141
		Total	\$13,620,937
Spokane Transit Authority WA-14727	Division Line: Division BRT Project Development, Construction and Implementation The federal funds for this project have been appropriated and allocated by the project name. Added federal funds to 2027-2030.	Federal (5309, 5309(CIG))	\$82,000,000
		State (WSDOT)	\$44,396,824
		Local	\$40,480,323
		Total	\$166,877,147

5307 – FTA Urbanized Area Formula Grants | 5309 – FTA Capital Investment Grants | 5310 – FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program | 5339 – FTA Bus and Bus Facilities Program | Discretionary – General federal funding



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

Requested Action:

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

Key Points:

- There are 5 projects included in the September amendment to the CY 2026-2029 TIP. Please see the **Attachment** or the [Project Tracker](#) webpage for more details.
- This amendment will be added to the statewide TIP on or around 10/18/2026. Please see the **Supporting Information** for more details.

AGENCY

City of Spokane Valley
City of Spokane Valley
City of Spokane Valley
City of Airway Heights
City of Spokane

PROJECT

S. Barker Rd. (Sprague to 8th)
Sullivan/Trent Interchange-Stage 1
Sullivan/Trent Interchange-Stage 2
US 2 Phase I Pedestrian & Multimodal Enhancements
Spokane Falls Blvd.

Board/Committee Discussions:

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

Public Involvement:

The proposed September amendment was published for a public review and comment period from 08/17/26 through 08/26/26. On 08/17/2026, 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

September Amendment (26-09)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane WA-14208	Spokane Falls Blvd. Added fully funded engineering and construction phases from 2027 to 2029.	Federal (STP(UL))	\$200,000
		State	\$0
		Local	\$13,700,000
		Total	\$13,900,000
City of Airway Heights WA-16801	US 2 Phase I Pedestrian & Multimodal Enhancements Removed construction phase due to phase not being fully funded.	Federal (STBG(UL))	\$387,637
		State (CCP)	\$417,798
		Local	\$0
		Total	\$805,435
City of Spokane Valley WA-13031A	Sullivan/Trent Interchange- Stage 1 Added a 2028 construction phase.	Federal (STBG(UL), DEMO)	\$2,941,000
		State	\$0
		Local	\$459,000
		Total	\$3,400,000
City of Spokane Valley WA-13031B	Sullivan/Trent Interchange- Stage 2 Added a 2027 construction phase.	Federal (STBG(UL), DEMO)	\$2,422,000
		State	\$0
		Local	\$378,000
		Total	\$2,800,000

City of Spokane Valley WA-14701	S. Barker Rd. (Sprague to 8th) Added a 2027 construction phase.	Federal (DEMO)	\$775,160
		State (TIB)	\$3,836,533
		Local	\$1,080,114
		Total	\$5,691,807

DEMO-Congressionally directed spending | STBG-Surface Transportation Block Grant | TIB-Transportation Improvement Board | STP-Surface Transportation Program | CCP-Connecting Communities Program



Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendments – August and September

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 August and September amendments have 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 August and September amendments will be incorporated into the STIP on or around 09/18/2026 and 10/16/2026, respectively.



To: Transportation Technical Committee
From: David Fletcher, Principal Transportation Planner
Topic: CY 2027 Unified List: Projects for State & Federal Versions – Draft

Requested Action:

None. For information and discussion.

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.
- The SRTC Board approved Resolution 26-13, establishing the [CY 2027 Unified List Project Evaluation Criteria](#) for evaluating candidate projects for potential inclusion. The criteria are designed to identify projects that align with [SRTC's Guiding Principles and Policies](#).
- Agencies submitted 28 projects for potential inclusion in the CY 2027 Unified List, including six new projects. The projects and their evaluation scores are included in the **attachment**. Additional information on each project is available through the interactive [Unified List Project Submittals Map](#).

Board/Committee Discussions:

The SRTC Board approved Resolution 26-13, establishing the CY 2027 Unified List process and criteria, at their 05/14/2026 meeting. The process and criteria were recommended by the TAC and TTC at their 04/22/2026 meetings.

Public Involvement:

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

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

CY 2027 SRTC Unified List: Projects Submitted

AGENDA ITEM 5 ATTACHMENT

Title	Lead Agency	Project Status	Total Cost	2026 Federal Request	2026 State Request	Total Score	Econ Score	C&L Score	Stwrdr Score	OMP Score	Safety Score	QoL Score	Equity Score
I-90/Valley High Performance Transit (HPT)	STA	Implementation	\$32 million	None	None	217	30	30	30	50	27	20	30
US 2 Multimodal Improvements Project, Phase I	Airway Heights	Implementation	\$21 million	\$12 million	\$12 million	213	26	30	20	30	47	30	30
Sullivan/Trent Interchange	Spokane Valley	Implementation	\$54 million	\$24 million	\$8 million	196	28	30	20	50	43	10	15
Fish Lake Trail Connection Phase 2-3	Spokane	Implementation	\$18 million	\$11 million	\$11 million	162	20	30	10	18	29	30	25
STA Fleet Electrification	STA	Implementation	\$15 million	None	None	95	16	28	20	10	1	10	10
Division Bus Rapid Transit (BRT)	STA	Development	\$167 million	\$82 million	None	225	28	30	30	50	32	25	30
Argonne Bridge at I-90	Spokane Valley	Development	\$28 million	\$3 million	\$10 million	216	29	28	20	50	39	20	30
US 2 Multimodal Improvements Project, Phase II	Airway Heights	Development	\$27 million	\$23 million	\$23 million	214	27	30	20	30	47	30	30
Wellesley High Performance Transit (HPT)	STA	Development	\$10 million	None	\$5 million	200	29	30	10	50	31	20	30
Division St Active Transportation Access Improvements	Spokane	Development	\$26 million	\$24 million	\$24 million	198	23	30	20	30	45	20	30
Spokane Falls Blvd	Spokane	Development	\$14 million	\$14 million	\$14 million	192	28	30	10	30	39	25	30
Latah Bridge Rehabilitation	Spokane	Development	\$65 million	\$60 million	\$60 million	189	26	30	20	38	20	25	30
Argonne Rd Freight, Active Transportation & Safety Improvements: Argonne Rd/Upriver Dr Intersection	Spokane County	Development	\$7 million	\$7 million	\$1 million	186	26	30	10	50	45	20	5
Craig Rd & I-90 Four Lakes Connection	Spokane County	Development	\$67 million	\$61 million	None	172	26	30	20	26	30	10	30
Craig Rd Complete Street Project	Airway Heights	Development	\$11 million	\$10 million	\$10 million	163	17	26	20	10	35	25	30
West Plains Connection - Spokane Phase	Spokane	Development	\$6 million	\$6 million	\$6 million	155	25	30	20	20	20	20	20
Wall St Safety and Capital Improvement Project	Spokane County	Development	\$18 million	\$17 million	None	150	27	28	10	36	34	10	5
Barker/I-90 Interchange (Mission to Appleway)	Spokane Valley	Initiation	\$72 million	\$2 million	\$10 million	217	28	28	20	50	46	25	20
Freya - Wellesley to Francis	Spokane	Initiation	\$14 million	\$13 million	\$13 million	172	27	30	20	20	35	10	30
21st Ave Improvements Phase I	Airway Heights	Initiation	\$8 million	\$8 million	\$8 million	165	24	28	20	20	38	10	25
US 195 Corridor Projects	Spokane	Initiation	\$143 million	\$139 million	\$139 million	163	26	30	20	30	17	15	25
Paratransit & Rideshare Operations Base	STA	Initiation	\$30 million	None	\$6 million	159	20	23	20	30	26	10	30
Thorpe Rd/Fairchild 2nd Gate Entrance	Spokane County	Initiation	\$3 million	\$3 million	None	138	12	28	20	20	28	10	20
Francis/Assembly/Driscoll Intersection	Spokane	Initiation	\$9 million	\$8 million	\$8 million	131	18	30	10	40	23	10	0
Hayford Rd and McFarlane Rd Roundabout	Airway Heights	Initiation	\$2 million	\$2 million	\$2 million	116	21	21	10	10	34	0	20
Clean Energy Campus Acquisition	STA	Initiation	\$10 million	None	None	115	1	28	20	20	16	10	20
Glenrose Corridor - 57th Ave to Spokane Valley City Limits	Spokane County	Initiation	\$24 million	\$24 million	None	109	24	26	20	10	19	10	0
Hatch Rd/57th Ave Intersection	Spokane	Initiation	\$2 million	\$1 million	\$1 million	87	20	28	10	10	4	10	5



To: Transportation Technical Committee
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: 2027-2030 Transportation Improvement Program (TIP) – Draft

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is required to develop a Transportation Improvement Program (TIP) that includes a list of projects and programs to be carried out in the Spokane Metropolitan Planning Area over a four-year period.
- The TIP must be updated at least every four years; SRTC updates the TIP annually.
- 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.
- Member jurisdictions and agencies have submitted their TIP project records into the SRTC ProjectTracker eTIP software. SRTC staff have reviewed the records as part of developing the TIP.
- Once approved by the SRTC Board, the TIP is incorporated into the Washington State TIP (STIP), which is reviewed and approved by FHWA and FTA.
- The draft 2027-2030 TIP document is available on the [SRTC website](#).

Board/Committee Discussions:

This is the first committee discussion on the draft 2027-2030 TIP.

Public Involvement:

All SRTC Board and Committee meetings are open to the public. The draft 2027-2030 TIP will be available for a 30-day public comment period from September 1 through October 1, 2026, with a public meeting held on September 24, 2026. All comments received during the public comment period will be provided to the SRTC Board before taking action.

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