Spokane Regional Transportation Council

Board of Directors Meeting

Thursday, 09/10/2026 at 1:00 PM
Hybrid In-Person/Virtual Meeting

- **In Person: 421 W Riverside Ave, Suite 504, Spokane, WA 99201**
- **Online via Zoom:**

https://us02web.zoom.us/j/82990423233?pwd=umAtOb7zXGZhQgRIqtByx14vkGOIBU.1

Meeting ID: 829 9042 3233 | Passcode: 100681

By Phone: +125 320 50468
Meeting ID: 829 9042 3233 | Passcode: 100681
Or find your local number: https://us02web.zoom.us/u/kcau3PfqFO

SRTC welcomes public comments at Board meetings.
The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email: contact.srtc@srtc.org
- By mail: 421 W Riverside Ave Suite 500, Spokane, WA 99201
- By phone: 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at 509-343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Spokane Regional Transportation Council

Board of Directors Meeting Agenda

Thursday, September 10, 2026- 1:00 pm

Time	Item #		Page #
1:00	1	**Call to Order/Record of Attendance/Excused Absences**	
1:10	2	**Public Comments**	

FOR ACTION

1:15	3	**Consent Agenda**	
		a. July Board Meeting Minutes	3
		b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – August & September 2026	12
		c. Vouchers Paid for the Month of July & August	23
		d. CY 2026 Budget Amendment	25
		e. Legal Counsel Services Contract Extension	28

INFORMATION AND DISCUSSION ITEMS

1:20	4	**Guest Presentation: Division St Bus Rapid Transit (BRT)** ***No Memo*** *(Dan Wells & Don Skillingstad, STA)*	N/A
1:40	5	**CY 2027 Unified List: Projects for State and Federal Versions and Legislative Priority Statements – Draft** *(David Fletcher & Eve McMenamy)*	32
1:55	6	**CY 2027-2030 Transportation Improvement Program (TIP) – Draft** *(Ben Kloskey)*	37
2:05	7	**CY 2027 Budget and Indirect Cost Plan (ICP) – Draft** *(Greg Griffin)*	38

INFORMATION: No Action or Discussion *(Written reports)*

2:15	8	**Executive Director's Monthly Report** *(Lois Bollenback)* • Ongoing/Upcoming Events and Activities • Transportation Funding – Awards & Opportunities	66
	9	**Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries**	67
2:20	10	**Intermountain West Memo for BUILD America 250 Act** *(Lois Bollenback)*	69

DISCUSSION

2:25	11	**Board Member Comments** *(Chair)*	
2:30	12	**Chair Comments** • Executive Director Annual Evaluation	
2:35	13	**Adjournment** *(Chair)*	

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
CONSENT AGENDA

AGENDA ITEM 3a

Board of Directors Meeting Minutes - Draft

Thursday, July 9, 2026 – 1:00 pm

1 Call to Order/ Excused Absences

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

Excused Absences:

Council Member Don Kennedy
City of Spokane

Council Member Kate Telis
City of Spokane

Council Member Kitty Klitzke
City of Spokane

Doug Yost
Major Employer Rep.

Council Member Barthels made a motion to approve excused absences. Deputy Mayor Hattenburg seconded the motion. The motion passed unanimously.

In attendance were:

Board Members:

Council Member Vincent Barthels
City of Cheney
Council Member Dianne Pfaeffle
City of Deer Park
Mayor Cris Kaminskas
City of Liberty Lake
Council Member Pam Haley
City of Spokane Valley
Deputy Mayor Tim Hattenburg
City of Spokane Valley
Matt Ewers
Rail/Freight Rep.
Council Member Micki Harnois
Small Towns Rep.
Commissioner Al French
Spokane County
Commissioner Josh Kerns
Spokane County
Karl Otterstrom (CEO)
STA
Council Member Cecilia Evans
Spokane Tribe
Char Kay
WSDOT-ER

Absent Members:

Council Member Jennifer Morton
City of Airway Heights
Mayor Shawna Beese
City of Millwood
Daniel Clark
Kalispel Tribe

Ex-Officio Members:

Tara Limon
STA
(TTC Chair)

Guests:

Kevin Picanco
City of Spokane
Pete Fisch
City of Airway Heights
Emily Poole
STA
Charles Meyersberg
STA
Robyn Lashbrook
WSDOT-ER
Alex Proszek
WSDOT-ER

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive Director
Greg Griffin
Admin Services Manager
Bailee Petersen
PR & Comms Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Transp. Planning Manager
Ryan Stewart
Principal Transp. Planner
David Fletcher
Principal Transp. Planner
Michael Redlinger
Assoc. Transp. Planner 3
Ben Kloskey
Assoc. Transp. Planner 2
Angela Paparazzo
Assoc. Transp. Planner 1
Megan Clark
Legal Counsel

 # 2 Public Comments
There were no public comments.

ACTION ITEMS
 # 3 Consent Agenda
Chair Kaminskas reviewed items comprising the Consent Agenda, including:
a. June Board Meeting Minutes
b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – July 2026
c. Vouchers Paid for the Month of June
d. CY 2026 Q2 Budget Update
e. Revised December 2025 Voucher
f. Revised 2025 Q4 and 2026 Q1 Budget Updates
g. 2027 Member Contributions

Deputy Mayor Hattenburg made a motion to approve the Consent Agenda as presented. Mr. Ewers seconded the motion. The motion 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 Board approval of Resolution R-26-19, which adopts the updated plan. He explained that the plan is updated every four years in coordination with Spokane Transit Authority to identify transportation service gaps throughout Spokane County, support local service providers' eligibility for funding opportunities, and increase public awareness of available transportation services.

Mr. Kloskey reviewed the planning process, noting that the update included several months of public outreach, including a community survey, an open house, outreach events in both urban and rural areas, three stakeholder meetings with transportation and human service providers, and a public comment period that concluded in mid-June. He reported that no public comments were received during the formal comment period. He noted that the Technical Transportation Committee and Transportation Advisory Committee had unanimously recommended Board approval of the final draft.

Mr. Kloskey highlighted several updates made to the plan, including the integration of community feedback throughout each section rather than in a single chapter, the addition of area profiles to reflect the differing demographic and geographic characteristics across Spokane County, updated strategies and priorities to address current community needs, and an expanded outreach approach focused on engaging residents through in-person events. He concluded by noting that the outreach process provided valuable opportunities to hear directly from community members and service providers, and by thanking those who participated in developing the plan.

Mr. Otterstrom made a motion to approve Resolution R-26-19, Adopting the 2026 Update to the Coordinated Public Transit-Human Services Transportation Plan as presented. Council Member Barthels seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

 # 5 Guest Presentation: Spokane Transit Authority (STA) Proposition 1

Ms. Poole provided a presentation on Spokane Transit Authority's Proposition 1, a ballot measure that will appear on the August 4 ballot. She explained that Proposition 1 would renew the existing 0.2% sales tax approved by voters in 2016 that funds public transit within STA's Public Transportation Benefit Area. She emphasized that the measure is a renewal of the existing tax, not a tax increase, and that if approved, it would extend the current funding through 2048.

Ms. Poole reviewed STA's accomplishments since the current tax was approved, including a 35% increase in transit service, expanded weekend service, implementation of the City Line bus rapid transit route, construction of new transit centers, and securing more than $138 million in grant funding while maintaining no agency debt. She explained that most revenue generated by the renewed tax would maintain existing transit service, while the remaining funds would support improvements identified in STA's Connect 2035 strategic plan, including additional high-capacity transit, mobility-on-demand services, transit stop enhancements, expanded rider programs, and technology upgrades.

Ms. Poole explained that if the measure is approved, STA would continue operating at its current funding level and advance the projects identified in Connect 2035. If the measure is not approved, the current sales tax would expire at the end of 2028, resulting in an estimated $30 million annual reduction in transit funding, potential service reductions, delays or reductions to planned projects, and decreased competitiveness for certain state and federal grant opportunities. She also clarified that STA's financial reserves are one-time funds designated for capital projects and emergency needs rather than ongoing transit operations. She concluded by encouraging voter participation and invited questions.

Mr. Ewers asked whether the Board could take action to demonstrate its support for Proposition 1. Ms. Bollenback responded that the Board could consider a motion to formally support the measure.

Mr. Ewers moved that the Board endorse Proposition 1, and the motion was seconded by Council Member Haley.

Before the vote, Mr. Otterstrom stated that he would abstain due to his employment with Spokane Transit Authority. Ms. Kay also asked to abstain. Commissioner Kerns asked whether SRTC had historically endorsed ballot measures. Ms. Bollenback said she was not aware of previous ballot measures related to transportation since she has been in Spokane or endorsements made by the board but noted that public transit is a critical component of Horizon 2050 and that continued transit service is consistent with SRTC's long-range transportation planning responsibilities. Commissioner Kerns stated that, while he supports individual jurisdictions making decisions on their own ballot measures, he was not comfortable with one governmental entity formally endorsing another governmental entity's ballot measure and indicated he would vote against the motion. Chair Kaminskas shared that the Liberty Lake City Council was also considering a resolution supporting Proposition 1 and stated that the measure aligns with SRTC's adopted long-range transportation plan. Following additional discussion, Chair Kaminskas called for a roll call vote.

Council Member Barthels, Council Member Pfaeffle, Chair Kaminskas, Council Member Haley, Deputy Mayor Hattenburg, Mr. Ewers, Council Member Harnois, and Council Member Evans voted yes. Commissioner French and Commissioner Kerns voted no. Mr. Otterstrom and Ms. Kay abstained from the vote. The motion passed 8-2.

 # 6 Intermountain West Memo for BUILD America 250 Act
Ms. Bollenback presented a draft policy memorandum developed by the Intermountain West MPOs, a coalition of metropolitan planning organizations from several western states. She explained that the memorandum outlines shared transportation policy priorities related to the proposed federal surface transportation reauthorization legislation, including the Build America 250 Act. She noted that many of the positions reflected in the memorandum are consistent with priorities previously adopted by the SRTC Board, while a few others had not been formally considered by the Board.

Ms. Bollenback reviewed the memorandum's major policy recommendations, including continued support for formula funding, increased funding for core transportation programs, direct access to federal funding, streamlined project delivery, long-term transportation funding solutions, monitoring the proposed Highway Block Grant pilot program, and continued use of advance appropriations for major discretionary grant programs. She explained that additional funding is needed to address ongoing infrastructure preservation needs, particularly for bridges, and noted that advance appropriations provide greater funding stability for large transportation programs. She asked the Board for direction on whether SRTC should join the other Intermountain West MPOs in supporting the memorandum.

Mr. Otterstrom expressed support for joining the memorandum, stating that presenting a unified position with other metropolitan planning organizations strengthens advocacy efforts with Congress while allowing SRTC to evaluate specific legislative details as they are developed. Council Member Barthels asked whether not taking a position could be interpreted as opposition to increased transportation funding. Ms. Bollenback clarified that the memorandum would move forward regardless, but the Board's decision would determine whether SRTC was included as a supporting organization. She emphasized the importance of communicating the region's transportation priorities as federal reauthorization discussions continue.

Following additional discussion, Chair Kaminskas expressed support for joining the memorandum while continuing to refine SRTC's policy positions through future work. With consensus of the board to support the positions included in the draft, Ms. Bollenback stated that she would notify the Intermountain West MPOs that SRTC would join the memorandum. She reiterated the value of collaborating with peer organizations on shared federal transportation priorities.

 # 7 Guest Presentation: North Spokane Corridor Update

Ms. Proszek and Ms. Lashbrook of the Washington State Department of Transportation (WSDOT) presented an update on the North Spokane Corridor (NSC) project, with a focus on the planned I-90 connection. They reviewed the purpose of the project, explaining that the new limited-access highway will improve travel times between I-90 and North Spokane, reduce freight traffic on Division Street, and improve regional mobility. They also provided an overview of completed and ongoing construction phases, including the Spokane River Crossing, Stage 2, Stage 3, and the upcoming I-90 interchange projects. Staff noted that the I-90 connection will be constructed in multiple phases, with construction expected to begin on several project segments in 2027.

Ms. Lashbrook highlighted WSDOT's extensive community engagement efforts, which have helped shape several project elements. She explained that public feedback influenced the selection of the preferred I-90 connection alternative, inclusion of an off-ramp to Second Avenue, the use of elevated bridge structures rather than fill in certain locations, pedestrian bridge designs, landscaping, public spaces, and architectural features. She also outlined several upcoming community meetings that will focus on landscaping, pedestrian plazas, and other design elements before final designs are completed.

Ms. Lashbrook also discussed plans for surplus property acquired during project development. She explained that Senate Bill 5853 allows WSDOT to lease eligible property to community-based nonprofit organizations or the Washington State Department of Commerce for community purposes. WSDOT is developing a request for proposals process for the available properties, with lease revenue to be used to maintain the North Spokane Corridor and the Children of the Sun Trail.

Board members asked several questions about the project. Chair Kaminskas asked about the cost and safety differences between constructing elevated bridge structures and fill. Ms. Kay explained that the elevated design increased project costs by approximately $20 million but was selected following community feedback because it provides better visibility, improves the sense of safety for pedestrians, reduces the barrier effect between neighborhoods, and creates opportunities for future park-like community spaces beneath the structures. Staff confirmed that both design options meet structural safety standards.

Mr. Otterstrom asked about project funding, future construction impacts, and coordination with local agencies during construction. WSDOT staff explained that the total project cost is approximately $1.3 billion and noted that planning is already underway to manage traffic during construction. They stated that WSDOT will coordinate with local jurisdictions, Spokane Transit Authority, and other partners to develop traffic management and public communication strategies before major I-90 construction begins. Ms. Bollenback emphasized the importance of coordinated public outreach, noting that construction-related traffic shifts could affect local streets, pedestrians, and transit operations. WSDOT staff responded that outreach to local agencies is expected to begin later this year after traffic modeling is finalized.

 # 8 SRTC Data Program Information

Mr. Fletcher presented an overview of SRTC's Data Program Framework initiative, which is intended to improve how the agency collects, manages, and maintains data used to support regional transportation planning. He explained that SRTC currently relies on a variety of data products that are developed as needed for individual planning efforts, which can lead to inconsistent management, duplication of effort, and gaps in available data. The new framework is intended to establish a more consistent and efficient approach to data management while ensuring that data collection supports the agency's planning priorities.

Mr. Fletcher explained that the project will begin with developing a comprehensive inventory of SRTC's data products, followed by creating a framework that documents data management processes, maintenance schedules, and relationships between data and planning activities. The final phase will identify data needs and gaps by evaluating how additional or improved data could better support SRTC's planning responsibilities, improve public information, and assist member agencies. He noted that SRTC plans to hold a data needs prioritization workshop with members of the Technical Transportation Committee and Transportation Advisory Committee later this year to help identify regional priorities.

Ms. Bollenback emphasized the importance of managing data that is valuable to SRTC's planning work and member agencies while doing so efficiently and accurately. In response to a question from Ms. Kay about whether the program could include data such as origin-destination information, Ms. Bollenback explained that the framework is intended to help identify regional data needs and determine whether additional data collection efforts would be beneficial. She noted that discussions may include topics such as traffic count data and other information needed by member agencies, with any new data collection efforts to be considered as part of future planning and budget discussions. Mr. Fletcher added that those conversations will begin in greater detail after SRTC completes its data inventory and convenes the planned workshop.

 # 9 Critical Urban & Rural Freight Corridors Update
Mr. Fletcher presented an update on WSDOT's statewide review of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). He explained that WSDOT has asked metropolitan and regional transportation planning organizations to review and update freight corridor designations within their regions to support the development of WSDOT's 2026 Freight System Plan. He noted that the designations make eligible freight projects competitive for certain federal funding programs, including the National Highway Freight Program (NHFP) and INFRA grants, but do not provide funding by themselves. Mr. Fletcher also explained that federal law limits the total mileage that can be designated as critical freight corridors, and that additional capacity is currently available only for rural corridor designations.

Mr. Fletcher reviewed the proposed process for identifying corridors, which follows the approach used during the 2022 update. He explained that SRTC will begin with the NHFP regional freight priority projects approved by the Board earlier this year, consider additional eligible freight projects submitted during that process, and allow member agencies to propose other qualifying corridors. He noted that WSDOT has requested proposed corridor updates by August 10.

Ms. Kay asked whether the process would consider freight corridors associated with U.S. 195 and projects that support its function, such as Inland Empire Way. Mr. Fletcher explained that Inland

Empire Way is already designated as a CUFC and would remain designated. He added that agencies with projects expected to pursue federal freight funding within the next four years are encouraged to identify any additional qualifying corridors for consideration. Ms. Bollenback clarified that the effort is focused on projects anticipated in the near term rather than on establishing a long-range freight corridor plan. Mr. Fletcher added that freight projects selected for NHFO funding will automatically receive the appropriate freight corridor designation.

 # 10 Transportation Improvement Program (TIP) Annual Obligation Report
Mr. Kloskey presented the annual Transportation Improvement Program (TIP) Obligation Report, which summarizes federal transportation funds obligated and de-obligated within Spokane County. He explained that an obligation occurs when the federal government authorizes a project sponsor to begin work and expend federal funds. In contrast, a de-obligation occurs when previously authorized funds are not used and are returned to the awarding agency. He noted that the report is required annually by federal and state regulations and provides information on past, current, and anticipated federal transportation funding in the region.

Mr. Kloskey reviewed obligation trends over the past five years, noting that annual funding levels naturally fluctuate depending on project schedules. He explained that 2025 included a smaller pavement program than in previous years, while 2026 is expected to see a significant increase in obligated funding. He also reviewed 2025 de-obligations, noting that some de-obligated funds from SRTC-managed programs were applied toward the agency's 2026 federal funding target, contributing to the contingency funding actions previously presented to the Board.

Looking ahead, Mr. Kloskey reported that SRTC currently expects to obligate approximately $16.8 million in SRTC-managed federal funds during 2026, exceeding the agency's annual target of approximately $14.5 million. Combined with other federally managed transportation funding, approximately $81.3 million in federal transportation funds are currently programmed for obligation throughout Spokane County in 2026. He noted that this amount is expected to change as project schedules evolve, acknowledging that project delays and other unforeseen circumstances may affect the timing of federal obligations.

 # 11 Bicycle Level of Traffic Stress Update
Ms. Paparazzo presented an update on SRTC's Bicycle Level of Traffic Stress (LTS) analysis, which supports implementation of Horizon 2050 by evaluating the safety and comfort of the Regional Bicycle Priority Network. She explained 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 Level of Traffic Stress methodology classifies bicycle routes based on how comfortable they are for cyclists, with lower levels representing routes that are comfortable for most users and higher levels identifying roadways that many cyclists may find stressful or avoid. She noted that the analysis serves as a planning tool, providing a consistent method for evaluating bicycle facilities across the region.

As part of the update, SRTC will refresh its geographic information system (GIS) database using factors such as lane width, speed limits, and the number of travel lanes. Member agencies and the Technical Transportation Committee will review the updated information throughout the process to ensure it accurately reflects existing conditions. Once completed, the updated Level of Traffic Stress map will be made available through SRTC's online data hub.

Ms. Paparazzo concluded that the updated analysis will help identify gaps in the Regional Bicycle Priority Network, improve understanding of bicycle safety and comfort, assist cyclists in selecting routes, and support future planning and investment decisions for the region's active transportation network.

 # 12 CY 2026 Budget Amendment
Mr. Griffin presented a proposed amendment to the CY 2026 SRTC budget for the Board's information and discussion. He explained that the amendment includes three primary changes.

First, the budget would be increased by approximately $669,000 to recognize Washington State Department of Commerce Electrification Transportation System (ETS) grant funds received in early 2026 for work completed in late 2025. The amendment adds both the grant revenue and the corresponding pass-through expenditure to Avista.

Second, the amendment incorporates recommendations from SRTC's 2025 financial audit. Mr. Griffin explained that reimbursements received for the Annual Transportation Summit and partner agency contributions toward the PTV travel demand software will now be recorded as revenue rather than offsetting related expenses. As a result, the budget will reflect both the full revenue received and the full cost of those activities.

Third, the amendment includes several additional budget adjustments related to project scheduling, including timing changes for employment data purchases, consultant work for the Intelligent Transportation Systems (ITS) update and transportation funding study, the addition of Washington sales tax on software maintenance, and updates to insurance and office furniture expenses.

Mr. Griffin noted that the proposed budget amendment will return to the Board for action in September.

Chair Kaminskas asked for clarification that the first two amendments are offsetting adjustments that do not result in a net change to the budget. Mr. Griffin confirmed that there are accounting changes that recognize the full revenue and corresponding expenditures.

INFORMATION

 # 13 Executive Director's Monthly Report
Ms. Bollenback deferred to Deputy Mayor Hattenburg to announce that the City of Spokane Valley had been awarded a $21 million grant for the Trent Avenue/Sullivan Road project. Council Member Haley noted that additional funding is still needed to complete the required local match and stated that the City is pursuing approximately $7 million in additional funding. Mr. Ewers asked whether

the City planned to seek funding from the Freight Mobility Strategic Investment Board (FMSIB), and Council Member Haley confirmed that it was being pursued. Chair Kaminskas offered Liberty Lake's support, including providing a letter of support if needed.

Ms. Bollenback commented that assembling funding for large transportation projects often requires multiple state and federal funding sources with different application and award schedules, making project delivery more challenging. She noted that SRTC has continued to encourage better coordination among funding agencies so that project selection and funding timelines are more closely aligned, reducing disruptions when projects receive funding from multiple sources at different times. Mr. Ewers also offered to provide a letter of support from the private business community if helpful.

 # 14 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries
No questions or comments.

 # 15 Administrative Committee Meeting Summary
No questions or comments.

 # 16 Board Member Comments
During Board Member Comments, Ms. Kay invited Board members to attend the July 14 ribbon-cutting for the new Spokane Regional Transportation Management Center (SRTMC) at WSDOT's Eastern Region Headquarters. She thanked SRTC and its partners for their collaboration in securing funding for the facility, noting that it will enhance regional traffic management capabilities. Chair Kaminskas congratulated the project team on the milestone.

Council Member Barthels invited attendees to the Cheney Rodeo and parade taking place over the weekend.

 # 17 Chair Comments
Chair Kaminskas shared an experience from the recent Association of Washington Cities conference in which a tour bus struck the underside of a downtown bridge, using the incident as a lighthearted reminder of the region's bridge clearance challenges.

Ms. Kay also recognized the region's successful hosting of the Freight Mobility Strategic Investment Board (FMSIB) meeting, noting that it provided an opportunity to showcase transportation projects and regional collaboration across Spokane County.

The meeting adjourned at 2:33 p.m.

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Anadia Grier, Clerk of the Board

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

Requested Action:

Approve Resolution R-26-20 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	PROJECT
Spokane Transit Authority	Preventative Maintenance 5307
Spokane Transit Authority	Section 5310 Funding for Seniors and People with Disabilities
Spokane Transit Authority	Wellesley High Performance Transit (HPT) Design & Engineering
Spokane Transit Authority	Division Complimentary Active Transportation Planning & Design **(NEW)**
Spokane Transit Authority	Fixed Route Bus Purchase & Paratransit Fleet Purchase (5339)
Spokane Transit Authority	Division Line: Division BRT Project Development, Construction and Implementation

Board/Committee Discussions:

The committees discussed the August 2026 TIP amendment at their August 2026 meetings.

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) State Local	$98,835,893 $0 $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) State Local	$5,026,026 $0 $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) State Local	$1,260,000 $0 $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) State Local	$1,920,000 $0 $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) State Local Total	$11,577,796 $0 $2,043,141 $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)) State (WSDOT) Local Total	$82,000,000 $44,396,824 $40,480,323 $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

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
CONSENT AGENDA

AGENDA ITEM 3b

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

Requested Action:

Approve Resolution R-26-21 approving 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	PROJECT
City of Spokane Valley	S. Barker Rd. (Sprague to 8th)
City of Spokane Valley	Sullivan/Trent Interchange-Stage 1
City of Spokane Valley	Sullivan/Trent Interchange-Stage 2
City of Airway Heights	US 2 Phase I Pedestrian & Multimodal Enhancements
City of Spokane	Spokane Falls Blvd.

Board/Committee Discussions:

The SRTC committees discussed the September 2026 TIP amendment at their August 2026 meeting. The TTC unanimously recommended approval and the TAC recommended approval with one vote against. There was a significant discussion on the Spokane Falls Blvd. project following the public comments submitted.

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 two comments received for this cycle, please see **Attachment 2** to read the comments.

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)) State Local Total	$200,000 $0 $13,700,000 $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)) State (CCP) Local Total	$387,637 $417,798 $0 $805,435
City of Spokane Valley WA-13031A	**Sullivan/Trent Interchange- Stage 1** Added a 2028 construction phase.	Federal (STBG(UL), DEMO) State Local Total	$2,941,000 $0 $459,000 $3,400,000
City of Spokane Valley WA-13031B	**Sullivan/Trent Interchange- Stage 2** Added a 2027 construction phase.	Federal (STBG(UL), DEMO) State Local Total	$2,422,000 $0 $378,000 $2,800,000

City of Spokane Valley WA-14701	**S. Barker Rd. (Sprague to 8th)** Added a 2027 construction phase.	Federal (DEMO) State (TIB) Local	$775,160 $3,836,533 $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) September Amendment – Public Comments

Comments:

- Comment #1: Spokane Falls Blvd.
    - Please do not shrink our beautiful Riverfront Boulevard. It is our Colorado Boulevard in Pasadena, or Champs-Elysees in Paris. Built intentionally to make a grand statement next to the World's Fair. It is called a Boulevard intentionally. Do not break it up with a concrete divider taking away a third of the boulevard's ability to host, parades and Hoopfest courts. I appreciate my bicycle friends and ride myself but to take away the boulevard's width to accommodate a very small population of downtown riders seems insane. Please, please reconsider.
- Comment #2: Spokane Falls Blvd.
    - "I'm writing to submit comments sent to the City of Spokane on 7/28 sharing concerns about the project and request for further evaluation. Submitted comments below:

      As property owners, business tenants, residents and users that own and operate businesses, venues and produce events along Spokane Falls Boulevard, from Division to Lincoln, we were disappointed that the City has launched a new public survey and intends to advance significant changes to Spokane Falls Boulevard despite the consistent and unified concerns raised by the adjacent property owners and operators most directly affected by this project.

      Over the past year, we participated in multiple public meetings, submitted written comments, and met individually with City staff and consultants. Throughout that process, we shared thoughtful, experience-based feedback about how Spokane Falls Boulevard functions and why preserving reliable access is essential to the businesses, venues, hotels, residents, and regional destinations that depend on it. Unfortunately, our concerns have not been meaningfully reflected in the concepts now being advanced.

      This is particularly frustrating because we were assured our feedback would help shape the project. Instead, after raising significant operational concerns, we were met with dismissive responses, including being told, "change is hard," and a promised follow-up discussion with staff never occurred. The current proposal gives the appearance that the outcome was predetermined rather than informed by stakeholder input.

      Spokane Falls Boulevard is not simply another downtown street. It is one of the region's most important access corridors, serving the Spokane Convention Center, First Interstate Center for the Arts, Riverfront Park, River Park Square, downtown hotels, restaurants, businesses, and major annual events. These destinations are not occasional users of the corridor, they are economic drivers that work every day to attract visitors, conventions, performances, sporting events, and community gatherings that generate substantial economic activity and tax revenue for the city.

Recent project materials suggest the city should not design infrastructure around periodic event traffic. That framing fundamentally misunderstands how this corridor functions. Spokane Falls Boulevard functions as more than just a transportation corridor, it is both an event venue and the primary access artery for Riverfront Park and many of Spokane's largest community events. Existing congestion during concerts, conventions, festivals, and major downtown events already create challenges for visitors and customers trying to access nearby businesses. The proposed design options further reduce roadway capacity and we're concerned how this will exacerbate congestion and make it more difficult to safely and efficiently access downtown's premier destinations.

Transportation infrastructure that serves major regional event destinations like that along Spokane Falls Boulevard should be designed for peak operational demand – not just average daily traffic – because those peak periods are precisely when downtown's economic activity, tax generation, and community benefit are at their highest. Accessibility ensures that downtown businesses, cultural institutions, and visitor destinations can succeed. The ability for visitors to conveniently access downtown is central to Spokane's economic vitality.

As the owners, operators, and institutions that invest along this corridor, we ask that as our city leaders you genuinely consider the expertise of those who experience Spokane Falls Boulevard every day. Our collective goal is to support a downtown that is active. Before any preferred alternative is advanced to redesign Spokane Falls Boulevard, we respectfully request an opportunity to meet with you to discuss how the street functions in practice, the operational realities of managing large visitor volumes, and why maintaining efficient access is essential to the continued success of downtown Spokane. We believe a better solution is possible, but only if the concerns of the adjacent property owners are meaningfully incorporated into the decision-making process.

We urge you to ensure this project reflects not only planning objectives, but also the practical realities of the businesses, venues, and institutions that help make downtown Spokane a regional destination. Their voices deserve to be heard before irreversible decisions are made.

Sincerely, Betsy Cowles, Cowles Company | Bryn West, River Park Square | Nicholas Knapton, Knapton Development | Susan Horton, Wheatland Bank | Shannon Ahern, Liberty Building | Larry Stone, The Stone Group | Melissa Green, Davenport Hotels | August Richardson, Double Tree Hotel City Center | Meredith Rainville, Best Western Plus City Center | Stephanie Curran, Spokane Public Facilities District | Karen Hudson, Mobius Discovery Center | Tim O'Doherty, O'Doherty's Irish Grille | Andrew Campagna, Mizuna | Kevin Cox, Purgatory Whiskey Bar & Agave | Wendy Goshey, Nordstrom | Riley Stockton, Hoopfest | Monika Hawkinson, Spokane Lilac Festival | Gordon Hester, Kiemle Hagood"

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.

RESOLUTION

of the BOARD OF DIRECTORS of the

SPOKANE REGIONAL TRANSPORTATION COUNCIL

R-26-20

ADOPTING THE CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT – AUGUST 2026

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2026-2029 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2026-2029 TIP on 10/09/2025.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby amend the 2026-2029 Transportation Improvement Program with the August 2026 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Memo 3b.

ADOPTED: 09/10/2026

ATTEST

Anadia Grier SRTC Clerk of the Board	Mayor Cris Kaminskas City of Liberty Lake Chair, SRTC Board of Directors

RESOLUTION

of the BOARD OF DIRECTORS of the

SPOKANE REGIONAL TRANSPORTATION COUNCIL

R-26-21

ADOPTING THE CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT – SEPTEMBER 2026

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2026-2029 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2026-2029 TIP on 10/09/2025.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby amend the 2026-2029 Transportation Improvement Program with the September 2026 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Memo 3b.

ADOPTED: 09/10/2026

ATTEST

Anadia Grier SRTC Clerk of the Board	Mayor Cris Kaminskas City of Liberty Lake Chair, SRTC Board of Directors

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
CONSENT AGENDA

AGENDA ITEM 3c

VOUCHERS PAID FOR THE MONTH OF JULY 2026

Date	Voucher	Vendor	Description	Amount
7/2/26	V123008	Rehn & Associates	Q-3 2026 Agency H.S.A. contributions LB,GG,AG,MR,JL,BK	3,000.00
7/8/26	V123009	AMPO	Membership renewal thru June 2027	3,321.63
	V123010	Intermax Networks	VOIP telecom June 2026	253.23
	V123011	Cycrest Systems	Managed IT Services - Mnthly June; SaaS Security	1,426.76
	V123012	WA State Dept of Retirement	Employee and Employer Contributions: June 2026	11,695.59
	V123013	Kittelson & Associates	Economic Analysis Project thru 5/31/26 - Tasks 2, 4	1,442.46
	V123014	Washington Trust Bank	Software Subscrptns; Office supplies/equpt.; Virtual Mtg Subscrptn; Staff tr(	2,795.53
	V123015	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - May 2026	97.19
7/24/26	V123016	Pacific Office Automation	Copier Lease/Usage June 2026	166.35
	V123017	Spokesman Review	Public Notice TIP Amendment	87.57
	V123018	EMLVO P.C.	June legal svcs: Review/Attend June Board mtg; Pub Recrds Policy; Staff er	925.00
	V123019	Rehn & Associates	Admin fee May & June '26	150.00
	V123020	WA State Dept of Retirement	Employee DCP payroll contributions: July PP14 2026	3,200.00
	V123021	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-14	710.00
	V123022	Rehn & Associates	2026 Plan Year Fee	250.00
	V123023	Comcast	Fiber Services, July 2026	261.80
	V123024	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-15	710.00
	V123025	AWC Employee Benefit Trust	August '26 Benefit Insurance Premiums	11,760.00
	V123026	WA State Dept of Retirement	Employee DCP payroll contributions: July PP15 2026	3,200.00
	V123027	EcoInteractive	TIP database software subscription renewal- 50% installment	9,021.49
	V123028	GSI - Membrshp renewal - 7.31.27	GSI - Membership renewal thru 7.31.27	825.00
	V123029	WA State Auditors Office	2025 Federal & Financial Audit (#3)	2,610.35
	V123030	Enduris	Agency Insurance renewal for Policy Year 2027	14,414.00
	V123031	WA Employment Sec Dept - UI Ta	Unemployment Reimburseable Employer for Q2 2026	3,874.80
7/30/26	V123032	Eve McMenamy	Reimburse EM travel to PNWER Conf, Edmonton AB, July 20-22 2026	1,487.23
	V123033	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for August 2026	6,118.30

Vouchers:	V123008 - V123033	83,804.28
Reimbursement(s)		-
Salaries/Benefits	Pay Periods Ending: 7/4/26 & 7/18/26	97,084.63
Spokane County Treasury	Monthly SCIP fee - July 2026; 2025 Banking Fee	4,852.47
		185,741.38

As of 9/10/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the July 2026 vouchers included in the list in the amount of: **$185,741.38**

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

VOUCHERS PAID FOR THE MONTH OF AUGUST 2026

Date	Voucher	Vendor	Description	Amount
8/13/26	V123034	WA State Dept of Retirement	Employee DCP payroll contributions: August PP16 2026	3,200.00
	V123035	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-16	710.00
	V123036	Intermax Networks	VOIP telecom August 2026	253.23
	V123037	Cycrest Systems	Managed IT Services - Mnthly August; SaaS Security	1,426.76
	V123038	WA State Dept of Retirement	Employee and Employer Contributions: July 2026	12,412.45
	V123039	Fitzgerald Enterprises	Staff SRTC logo apparel 2026	1,014.47
	V123040	Washington Trust Bank	Software Subscrptns; Office supplies/equpt.; Virtual Mtg Subscrptn; Staff tr	2,606.32
	V123041	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - July 2026	64.50
	V123042	Spokesman Review	Public Notice TIP Amendment	87.57
	V123043	Pacific Office Automation	Copier Lease/Usage July 2026	228.54
	V123044	EMLVO P.C.	July legal svcs: Review/Attend July Board mtg; Staff email exchange	550.00
8/21/26	V123045	Cycrest Systems	Renew TZ370 Advanced Protection Security Suite - 1 year	867.59
	V123046	Comcast	Fiber Services, August 2026	261.80
	V123047	Rehn & Associates	Admin fee July '26	75.00
	V123048	WA State Dept of Retirement	Employee DCP payroll contributions: August PP17 2026	3,200.00
	V123049	Minuteman Press	Map for I-90 corridor mtg	77.46
	V123050	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-17	710.00
	V123051	AWC Employee Benefit Trust	September '26 Benefit Insurance Premiums	11,760.00

Vouchers:	V123034 - V123051	39,505.69
Reimbursement(s)	AWC-EBAC travel reimburse GG spring mtg; Seatac, WA 3.26.26	(307.42)
Salaries/Benefits	Pay Periods Ending: 8/1/26 & 8/15/26	97,506.02
Spokane County Treasury	Monthly SCIP fee - July 2026	24.57
		136,728.86

As of 9/10/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the August 2026 vouchers included in the list in the amount of: **$136,728.86**

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

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
CONSENT AGENDA

AGENDA ITEM 3d

To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: CY 2026 Budget Amendment

Requested Action:

Approve resolution R-26-22 Amending the CY 2026 Budget.

Key Points:

- Three primary changes necessitate an amendment of SRTC's CY 2026 Budget:
  1. The ETS grant project rolled forward from 2025 Q4, increasing both the Revenues & Expenses by $669,485.
  2. Recommendations from the recent audit require recognition of GSI & PTV (software) reimbursements as revenue rather than netting expenses. This increased revenues by $35,000 and is also reflected in the expenses for the Annual Summit and in Software.
  3. Changes in the project cost and timing of two planning projects, the ITS update and Transportation Funding Study.
- An adjustment is proposed to reflect the carry forward of funding available in 2026.
- Several other minor adjustments are also being made to provide for more accurate budget tracking over the remainder of the calendar year (delay in a data acquisition, addition of WA software maintenance sales tax, addition of office furniture, and a reduction in insurance).
- The draft 2026 Budget Amendment is shown in the **Attachment**. No additional changes have been made to this item since the draft was presented.

Board/Committee Discussions:

The Board approved the CY 2026 Budget on 10/09/25. The Board Administrative Committee reviewed and approved the 2026 Budget Amendment on 06/26/26. The Draft CY 2026 Budget Amendment was presented to the Board on 07/09/26.

Public Involvement:

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

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

SRTC CY 2026 Budget Summary - Amendment-1 (Draft)

	CY 2026	Amendment #1	$$ change	% change
REVENUES				
Consolidated Planning Grant (CPG) (FHWA PL/FTA 5303)-FFY26 allocation	1,137,122	1,137,122	-	
CPG carried forward prior year	128,219	**151,989**	**23,770**	**18.5%**
STBG Planning Funds	500,000	500,000	-	
Designated Grant - FHWA - Safety Education Campaign	194,000	194,000	-	
Designated Grant - STBG I-90 Study	160,000	160,000	-	
RTPO (State Planning Funds)	144,651	144,651	-	
Designated Grants (WA Dept Commerce - ETS)	-	**669,485**	**669,485**	
Designated Local Funds carried forward (ITS Architecture update)	32,466	32,466	-	
Local Member Contributions	281,762	281,762	-	
SRTC Cash Reserve (Contingency & Balance Bgt)	25,000	25,000	-	
Spokane County Treasury Interest	30,000	30,000	-	
Misc other revenue sources (Rebates, GSI Summit, PTV partner	-	**35,000**	**35,000**	
TOTAL REVENUES	**$2,633,220**	**$3,361,475**	**728,255**	**27.7%**
EXPENDITURES				
Personnel				
Salaries	1,204,839	1,204,839	-	0.0%
Accrued Vacation Payouts \ Unemployment	15,000	15,000	-	0.0%
FICA	93,318	93,318	-	0.0%
WA State Retirement System	98,000	98,000	-	0.0%
Insurance/Benefits	196,000	196,000	-	0.0%
Total Personnel	**$1,607,156**	**$1,607,156**	-	**0.0%**
Contractual and Professional Services				
Legal Services	25,000	25,000	-	0.0%
Consultant & Prof Svcs	10,000	**5,000**	**(5,000)**	**-50.0%**
State Audit Charges	22,000	22,000	-	0.0%
Consultant Services & Strategic Plan	30,000	30,000	-	0.0%
Consultant Services & MTP update / Economic Analysis	50,000	50,000	-	0.0%
Consultant Services & TIP Database	17,378	**18,948**	**1,570**	**9.0%**
Consultant Services & Safety Education Campaign	200,000	200,000	-	0.0%
Consultant Services & Interstate -90 Study	200,000	200,000	-	0.0%
Consultant Services & ITS update	75,000	**60,000**	**(15,000)**	**-20.0%**
Consultant Services & Transportation Funding Study	58,000	**120,000**	**62,000**	**106.9%**
Professional Services - ETS Grant Work	-	**669,485**	**669,485**	-
Total Contractual and Professional Services	**$687,378**	**$1,400,433**	**713,055**	**103.7%**
Materials and Services				
Publications	500	500	-	0.0%
Postage	400	400	-	0.0%
Operating Supplies	5,750	5,750	-	0.0%
Minor Furniture/Equipment/Rebranding	4,000	**7,000**	**3,000**	**75.0%**
Telephone	6,910	6,910	-	0.0%
Advertising	7,200	7,200	-	0.0%
Rent - Office Space	74,500	74,500	-	0.0%
Rent - Meeting Rooms	500	500	-	0.0%
Lease - Copier (and usage charges)	2,670	2,670	-	0.0%
Property and Liability Insurance	24,000	**17,500**	**(6,500)**	**-27.1%**
Printing	4,000	4,000	-	0.0%
Interfund Charges County Treasurer (Fees)	5,110	5,110	-	0.0%
Total Materials and Services	**$135,540**	**$132,040**	**(3,500)**	**-2.6%**
Travel, Training, and Staff Development				
Mileage & Parking	2,700	2,700	-	0.0%
Travel / Training (Staff)	42,700	42,700	-	0.0%
Annual Summit / Guest Speakers	5,000	**15,000**	**10,000**	**200.0%**
Board/Staff Retreats, Facilitators, Refreshment	3,700	3,700	-	0.0%
Dues, Subscriptions, and Memberships	11,350	11,350	-	0.0%
Total Travel, Training, and Staff Development	**$65,450**	**$75,450**	**10,000**	**15.3%**
IT Operations				
IT Professional Services	36,300	36,300	-	0.0%
Software	44,020	**52,720**	**8,700**	**19.8%**
Hardware - New, Replacement, Repairs & Maintenance	18,500	18,500	-	0.0%
Online Services	13,875	13,875	-	0.0%
Total IT Services	**112,695**	**121,395**	**8,700**	**7.7%**
Contingency	**25,000**	**25,000**	-	
TOTAL EXPENDITURES	**$2,633,220**	**$3,361,475**	**728,255**	**27.7%**

RESOLUTION

of the BOARD OF DIRECTORS of the

SPOKANE REGIONAL TRANSPORTATION COUNCIL

R-26-22

APPROVING THE 2026 BUDGET AMENDMENT

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the SRTC Board is the governing body of SRTC and is responsible for setting budget and policy direction for federal, state and local funding available to support the planning activities of SRTC.

WHEREAS, the SRTC Board approved the 2026 Budget on 10/09/2025.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby approve the September 10, 2026 amendment to the CY 2026 Budget.

ADOPTED: 09/10/2026

ATTEST

Anadia Grier SRTC Clerk of the Board	Mayor Cris Kaminskas City of Liberty Lake Chair, SRTC Board of Directors

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
CONSENT AGENDA

AGENDA ITEM 3e

To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: Legal Counsel Services Contract Extension

Requested Action:

Approval of Resolution R-26-23 to Approve a Two-Year Contract Extension with EMLVO.

Key Points:

- SRTC issued an RFP in 2021 for Legal Counsel Services.
- Etter, McMahon, Lamberson, Van Wert & Oreskovich, P.C. (EMLVO) was selected from three firms.
- Original Agreement for Legal Services expires December 31, 2026.
- EMLVO agrees to an Agreement extension for two additional years through December 31, 2028.
- Rates specified in original Agreement will be maintained in the extension.
- See **attachment** of Legal Services Agreement Extension.

Board/Committee Discussions:

An SRTC Board sub-committee recommended EMLVO following the RFP process, application review, and final interviews. The SRTC Board approved that the Executive Director contract with EMLVO on August 12, 2021.

Public Involvement:

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

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

AMENDMENT NO. _1__ TO AGREEMENT FOR LEGAL SERVICES

This Amendment is entered into by and between SPOKANE REGIONAL TRANSPORTATION COUNCIL ("SRTC"), and ETTER, MCMAHON, LAMBERSON, VAN WERT & ORESKOVICH, P.C. ("Contractor").

RECITALS

1. The SRTC and Contractor entered into an Agreement for Legal Services ("Original Agreement") dated August 27, 2021.

2. The Original Agreement is scheduled to expire on December 31, 2026.

3. The parties desire to extend the term of the Original Agreement for an additional two (2) years under the same terms, conditions, and fee structures.

AGREEMENT

Now, therefore, the parties agree as follows:

1. EXTENSION OF TERM: The term of the Original Agreement is hereby extended for an additional period of two (2) years, commencing on January 1, 2027 and terminating on December 31, 2028, unless terminated earlier pursuant to the terms of the Original Agreement.

2. COMPENSATION: Compensation for services rendered during this extended term shall remain unchanged and shall strictly follow the fee structure, hourly rates, and billing provisions set forth in Section Exhibit D of the Original Agreement.

3. RATIFICATION: All other terms, covenants, and conditions of the Original Agreement, except as expressly amended herein, remain in full force and effect and are hereby ratified and confirmed by the parties.

IN WITNESS WHEREOF, the parties have executed this Amendment this ____ day of _______________, 2026.

Spokane Regional Transportation Council	Etter, McMahon, Lamberson, Etter, Van Wert & Oreskovich, P.C.
By: Lois Bollenback______________	By: Megan Clark _________________
Name: __________________________	Name: __________________________
Title: SRTC Executive Director	Title: Partner / Attorney
Date: ________________	Date: ________________

RESOLUTION

of the BOARD OF DIRECTORS of the

SPOKANE REGIONAL TRANSPORTATION COUNCIL

R-26-23

APPROVING THE ETTER, MCMAHON, LAMBERSON, VAN WERT & ORESKOVICH CONTRACT EXTENSION

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, the SRTC contracts Legal Counsel Services and followed the SRTC Procurement Manual in 2021 by issuing a Request for Proposal to procure Legal Counsel Services; and

WHEREAS, the firm of Etter, McMahon, Lamberson, Van Wert & Oreskovich (EMLVO) were contracted for five years with contract expiration date of December 31, 2026; and

WHEREAS, both SRTC and EMLVO agree to extend the current services agreement two years expiring December 31, 2028;

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby approve the SRTC Executive Director to execute the contract extension with EMLVO.

ADOPTED: 09/10/2026

ATTEST

Anadia Grier SRTC Clerk of the Board	Mayor Cris Kaminskas City of Liberty Lake Chair, SRTC Board of Directors

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
INFORMATION & DISCUSSION

AGENDA ITEM 5

To: SRTC Board of Directors
From: David Fletcher, Principal Transportation Planner
Eve McMenamy, Deputy Executive Director
Topic: CY 2027 Unified List: Projects for State & Federal Versions and Legislative Priority Statements – 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. SRTC updates a state and federal version of the list annually.
- Earlier this year 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.
- In total, agencies submitted 28 projects for potential inclusion in the CY 2027 Unified List, including seven new projects.
- The Draft CY 2027 Unified List is provided as an **attachment**. Additional information on each project submitted for this year's list is available through the interactive Unified List Project Submittals Map.
- The Unified List package includes legislative priority statements and regional project priorities. Staff will review the 2026 priority statements, along with preliminary priority ideas identified by stakeholders, and provide an opportunity for discussion and feedback.

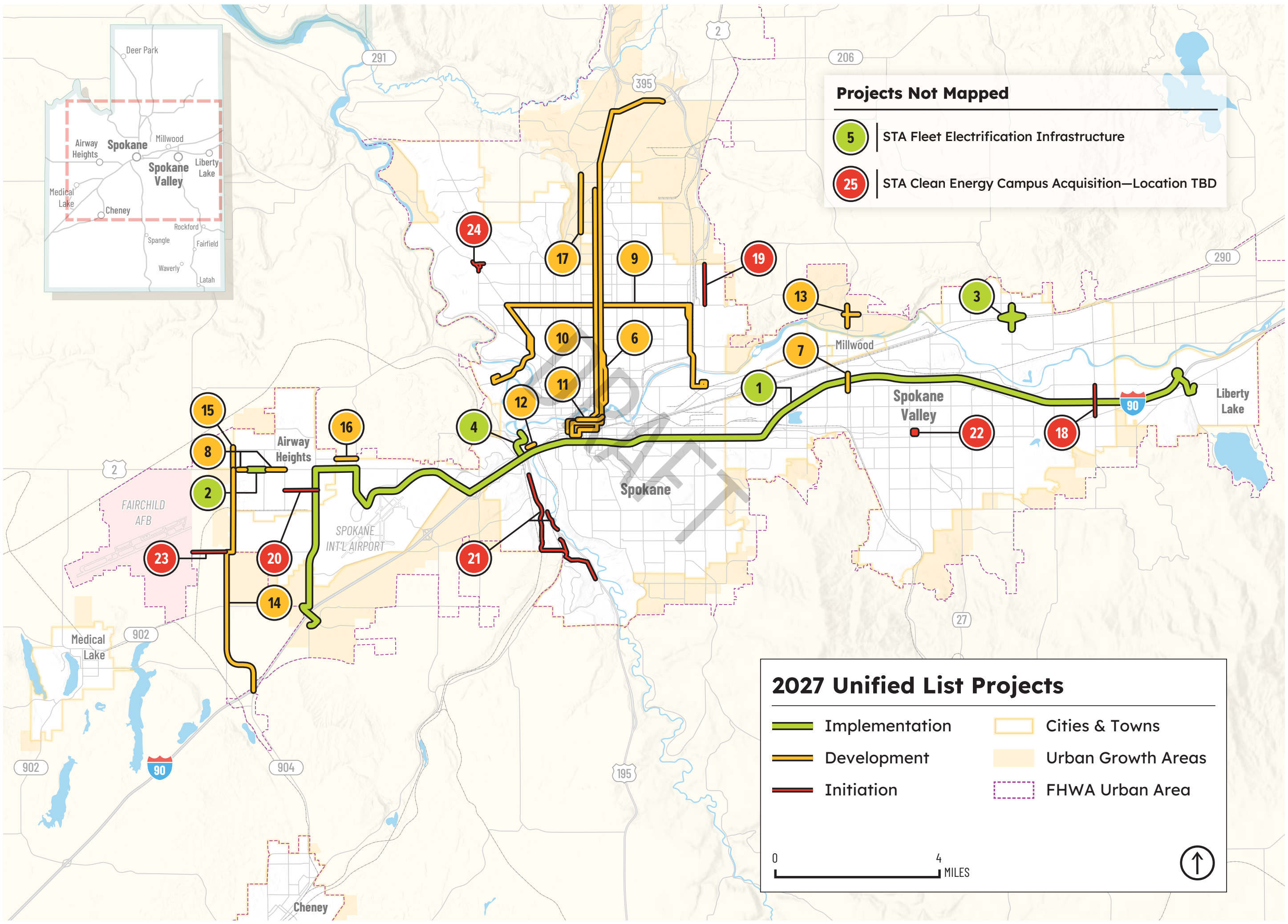
Board/Committee Discussions:
The draft CY 2027 Unified List was presented to the TAC and TTC at their 08/26/2026 meetings. The SRTC Board approved Resolution 26-13, establishing the CY 2027 Unified List process and criteria, at their 05/14/2026 meeting. The process and criteria were recommended by the 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
Eve McMenamy, SRTC | evemc@srtc.org | 509.343.6370

Unified List of Regional Transportation Priorities

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



Project Status Categories

Implementation

- Design ≥ 60% complete, significant progress towards right-of-way, environmental approvals are underway, and substantial amount of funding has been secured.
- Project is identified in a local, regional, and/or state plan.

Development

- Design ≥ 30% complete, right-of-way needs identified, environmental initiated and/or some funding has been secured.
- Project is identified in a local, regional, and/or state plan.

Initiation

- Design is < 30% complete.
- Project is in the early stage of development and has, at a minimum, been identified in a planning study.

2027 Unified List of Regional Transportation Priorities

Summary by Project Status

PROJECT STATUS CATEGORY	NUMBER OF PROJECTS	TOTAL COST	SECURED FUNDING	UNFUNDED AMOUNT	STATE REQUEST	PERCENT REQUESTED
Implementation	5	$ 137.0	$ 74.9	$ 55.6	**$ 31.9**	23%
Development	12	$ 444.5	$ 16.4	$ 331.5	**$ 151.6**	34%
Initiation	8	$ 289.3	$ 1.5	$ 254.7	**$ 183.1**	63%
Totals	**25**	**$ 870.7**	**$ 92.8**	**$ 641.7**	**$ 336.6**	42%

All amounts shown in millions of dollars
Totals may not sum due to rounding

Implementation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	TOTAL COST	SECURED FUNDING	UNFUNDED AMOUNT	STATE REQUEST
1	**I-90/Valley High Performance Transit (HPT)**	STA	Revise West Plains/Spokane Valley/Liberty Lake corridor to HPT, construct park-and-rides at Appleway and Argonne, and modify the Mirabeau Point Park and Ride.	$ 31.9	$ 18.6	$ 13.3	$ -
2	**US Hwy 2 Multimodal Improvements, Phase I**	Airway Heights	Add sidewalks and pathways, improve pedestrian crossings, implement traffic calming, enhance transit access, and construct roundabout traffic control.	$ 21.0	$ 5.0	$ 11.8	$ 11.8
3	**Sullivan/Trent Interchange**	Spokane Valley	Reconstruct interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection.	$ 50.7	$ 41.6	$ 9.1	$ 9.1
4	**Fish Lake Trail Connection, Phases 2–3**	Spokane	Construct a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to Centennial Trail via Sandifur Bridge.	$ 18.0	$ 4.7	$ 11.1	$ 11.1
5	**STA Fleet Electrification Infrastructure**	STA	Install charging infrastructure at the Valley Transit Center and near downtown Spokane to expand battery-electric buses on STA fixed routes.	$ 15.4	$ 5.0	$ 10.3	$ -

All amounts shown in millions of dollars
Totals may not sum due to rounding

Development Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	TOTAL COST	SECURED FUNDING	UNFUNDED AMOUNT	STATE REQUEST
6	**Division Bus Rapid Transit (BRT)**	STA	Enhances corridor transit with more frequent service, transit signal priority, all-door boarding, and dedicated BAT lanes for much of the corridor.	$ 166.5	$ 1.0	$ 82.0	**$ -**
7	**Argonne Bridge at I-90**	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	$ 27.5	$ 1.3	$ 24.0	**$ 10.0**
8	**US Hwy 2 Multimodal Improvements, Phase II**	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	$ 26.7	$ 1.9	$ 22.8	**$ 22.8**
9	**Wellesley High Performance Transit (HPT)**	STA	Revise Wellesley Route 33 to HPT Route 3 with passenger and operational upgrades improving connectivity and accessibility to facilitate ease of transfer to other routes.	$ 9.7	$ 0.6	$ 5.0	**$ 5.0**
10	**Division St Active Transportation Access Improvements**	Spokane	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations.	$ 26.1	$ 2.1	$ 23.7	**$ 23.7**
11	**Spokane Falls Blvd**	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates	$ 14.5	$ 0.5	$ 13.7	**$ 13.7**
12	**Latah Bridge Rehabilitation**	Spokane	Replace and widen the bridge deck, rehabilitate structural elements, and improve pedestrian, bicycle, transit, and future light rail facilities.	$ 65.1	$ 2.8	$ 59.8	**$ 59.8**
13	**Argonne Rd Freight, Active Transportation, and Safety Improvements: Argonne Rd/Upriver Dr Intersection**	Spokane County	Reconfigure the intersection turn lanes, signal timing, and Centennial Trail crossing improvements to reduce congestion and improve safety and freight mobility.	$ 6.5	$ -	$ 6.5	**$ 0.9**
14	**Craig Rd & I-90 Four Lakes Connection**	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor.	$ 66.9	$ 5.6	$ 61.3	**$ -**
15	**Craig Rd Complete Streets Project**	Spokane County	Reconstruct and widen road with turn lanes at major intersections, transit improvements, sidewalks, and a buffered multi-use path.	$ 11.2	$ -	$ 10.0	**$ 10.0**
16	**West Plains Connection — Spokane Phase**	Spokane	Extend 3.65 miles of roadway as a two-lane boulevard or three-lane urban collector with bicycle, pedestrian, and transit facilities.	$ 6.3	$ -	$ 5.8	**$ 5.8**
17	**Wall St Safety and Capital Improvements**	Spokane County	Restore pavement and stormwater infrastructure, install a new sewer force main, and improve pedestrian crossings and intersections at Country Homes Blvd.	$ 17.5	$ 0.6	$ 16.9	**$ -**

All amounts shown in millions of dollars
Totals may not sum due to rounding

Initiation Projects

MAP #	PROJECT TITLE	LEAD AGENCY	PROJECT DESCRIPTION	TOTAL COST	SECURED FUNDING	UNFUNDED AMOUNT	STATE REQUEST
18	**Barker/I-90 Interchange (Mission to Appleway)**	Spokane Valley	Reconstruct Barker Rd/I-90 interchange, widen to five lanes (Mission to Appleway), and add pedestrian and bicycle facilities, to improve capacity, safety, and connectivity.	$ 71.8	$ 1.5	$ 68.5	**$ 10.0**
19	**Freya — Wellesley to Francis**	Spokane	Full rebuild of N Freya St from Wellesley to Francis.	$ 14.5	$ -	$ 12.5	**$ 12.5**
20	**21st Ave Improvements, Phase I**	Airway Heights	First phase of a new 4.8-mile mobility and freight route along 21st Ave, constructing a three-lane arterial with a roundabout and bicycle and pedestrian facilities.	$ 8.3	$ -	$ 8.3	**$ 8.3**
21	**US 195 Corridor Projects**	Spokane	Connect Lindeke to Thorpe, create a two-way Inland Empire Way/Cheney-Spokane Rd connection with sidewalks, lighting, landscaping, and bike lanes.	$ 142.7	$ -	$ 138.7	**$138.7**
22	**Paratransit and Rideshare Operations Base**	STA	Construct a Paratransit and Rideshare Operations Base at the Fleck Service Center, including dispatch, admin., maintenance, and charging/fueling facilities.	$ 30.0	$ -	$ 6.0	**$ 6.0**
23	**Thorpe Rd/Fairchild 2nd Gate Entrance**	Spokane County	Reconstruct Thorpe Rd as a 30-foot roadway with two 11-foot lanes, 4-foot shoulders, and additional gravel shoulders for emergency pullovers.	$ 3.1	$ -	$ 3.1	**$ -**
24	**Francis (SR 291)/Assembly/ Driscoll Intersection**	Spokane	Install two roundabouts and reconfigure movements between the three arterials, addressing capacity deficiency and safety in an area of limited connectivity.	$ 9.0	$ -	$ 7.6	**$ 7.6**
25	**Clean Energy Campus Acquisition**	STA	Acquire site and design a clean energy campus to support STA's maintenance, operations, and administrative needs for zero emission fleet expansion.	$ 10.0	$ -	$ 10.0	**$ -**

All amounts shown in millions of dollars
Totals may not sum due to rounding

BOARD MEETING 09/10/2026
INFORMATION & DISCUSSION

AGENDA ITEM 6

To: SRTC Board of Directors
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: CY 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:
The committees discussed the draft 2027-2030 TIP at their August 2026 meeting.

Public Involvement:
All SRTC Board and Committee meetings are open to the public. The draft 2027–2030 TIP 30-day public comment period began on September 1 and runs through October 1, 2026, with a public meeting being held on September 24, 2026. All comments received during the public comment period will be provided to the SRTC Board before taking action in October.

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

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
INFORMATION & DISCUSSION

AGENDA ITEM 7

To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: CY 2027 Budget and Indirect Cost Plan (ICP) – Draft

Requested Action:
None. For information and discussion.

Key Points:
- Each year, SRTC develops an annual budget for the upcoming calendar year (CY) (see draft CY 2027 Budget Summary provided as **Attachment 1**).
- The annual budget reflects revenues available to support SRTC activities along with the operating expenses and planned work activities for the year.
- At their 02/12/26 meeting, the SRTC Board approved the members of the 2026 Administrative Committee. One of the committee's duties is to review and recommend the draft budget for the upcoming calendar year to the Board.
- For CY 2027, total estimated revenues and expenditures are $3,355,254, as detailed in the draft CY 2027 Budget included as **Attachment 2**.
- The draft CY 2027 ICP is based on the proposed budget. Any revisions made to the budget during the review process will be reflected in the final ICP. The draft CY 2027 ICP is included as **Attachment 3**.
- The draft CY 2027 Budget and ICP are being presented for review and comment. The final versions will be presented to the SRTC Board for action on 10/08/2026.

Board/Committee Discussions:
The Administrative Committee reviewed the draft CY 2026 Budget documents on 06/26/26. This is the first time the 2027 Budget and ICP documents have been presented to the Board.

Public Involvement:
All Board and committee meetings are open to the public.

Staff Contact: Greg Griffin, SRTC| ggriffin@srtc.org | 509.343.63

Budget Summary

Draft SRTC CY 2027 Budget Summary

-	CY 2026 Amendment#1 8.13.26	CY 2027 Proposed	$$ change	% change
REVENUES				
Consolidated Plang Grant (CPG) (FHWA PL/FTA 5303)-FFY26 allocatn	1,137,122	1,149,501	12,379	1.1%
CPG carried forward prior year	151,989	260,516	108,527	71.4%
STBG Planning Funds	500,000	500,000		
Designated Grant - FHWA - Safety Education Campaign	194,000	294,100	100,100	-
Designated Grant - STBG I-90 Study	160,000	640,000	480,000	-
RTPO (State Planning Funds)	144,651	144,651	-	0.0%
Designated Grants (WA Dept Commerce - ETS)	669,485	-	(669,485)	-
Designated Local Funds carried forward	32,466	-	(32,466)	-
Local Member Contributions	281,762	282,986	1,224	0.4%
SRTC Cash Reserve (Contingency & Balance Bgt)	25,000	25,000	-	0.0%
Spokane County Treasury Interest	30,000	35,000	5,000	16.7%
Misc other revenue sources (Rebates, GSI Summit, PTV partners)	35,000	23,500		
TOTAL REVENUES	**3,361,475**	**3,355,254**	(6,221)	**-0.2%**
EXPENDITURES				
Personnel				
Salaries	1,204,839	1,270,006	65,167	5.4%
Accrued Vacation Payouts \ Unemployment	15,000	15,000	-	0.0%
FICA	93,318	98,303	4,985	5.3%
WA State Retirement System	98,000	72,144	(25,856)	-26.4%
Insurance/Benefits	196,000	178,500	(17,500)	-8.9%
Total Personnel	**1,607,156**	**1,633,953**	26,797	**1.7%**
Contractual and Professional Services				
Legal Services	25,000	25,000	-	0.0%
Consultant & Prof Svcs	5,000	32,000	27,000	540.0%
State Audit Charges	22,000	23,000	1,000	4.5%
Consultant Services & Strategic Plan	30,000	-	(30,000)	-
Consultant Services & MTP update / Economic Analysis	50,000	50,000	-	0.0%
Consultant Services & TIP Database	18,948	19,900	952	5.0%
Consultant Services & Safety Education Campaign	200,000	340,000	140,000	
Consultant Services & Interstate -90 Study	200,000	800,000	600,000	-
Consultant Services & ITS update	60,000	40,000		
Consultant Services & Transportation Funding Study	120,000	31,000		
Professional Services - ETS Grant Work	669,485	-	(669,485)	
Total Contractual and Professional Services	**1,400,433**	**1,360,900**	(39,533)	**-2.8%**
Materials and Services				
Publications	500	500	-	0.0%
Postage	400	400	-	0.0%
Operating Supplies	5,750	6,500	750	13.0%
Minor Furniture/Equipment/Rebranding	7,000	4,000	(3,000)	-42.9%
Telephone	6,910	4,950	(1,960)	-28.4%
Advertising	7,200	7,200	-	0.0%
Rent - Office Space	74,500	74,700	200	0.3%
Rent - Meeting Rooms	500	2,500	2,000	400.0%
Lease - Copier (and usage charges)	2,670	2,500	(170)	-6.4%
Property and Liability Insurance	17,500	19,000	1,500	8.6%
Printing	4,000	4,000	-	0.0%
Interfund Charges County Treasurer (Fees)	5,110	5,400		5.7%
Total Materials and Services	**132,040**	**131,650**	(390)	**-0.3%**
Travel, Training, and Staff Development				
Mileage & Parking	2,700	3,000	300	11.1%
Travel / Training (Staff)	42,700	43,500	800	1.9%
Annual Summit / Guest Speakers	15,000	16,000	1,000	0.0%
Board/Staff Retreats, Facilitators, Refreshment	3,700	3,700	-	0.0%
Dues, Subscriptions, and Memberships	11,350	12,075	725	6.4%
Total Travel, Training, and Staff Development	**75,450**	**78,275**	2,825	**3.7%**
IT Operations				
IT Professional Services	36,300	36,300	-	0.0%
Software	52,720	55,850	3,130	5.9%
Hardware - New, Replacement, Repairs & Maintenance	18,500	18,500	-	0.0%
Online Services	13,875	14,825	950	6.8%
Total IT Services	**121,395**	**125,475**	4,080	**3.4%**
Contingency	**25,000**	**25,000**	-	**0.0%**
TOTAL EXPENDITURES	**3,361,475**	**3,355,254**	(6,221)	**-0.2%**

Spokane Regional Transportation Council

CALENDAR YEAR

2027 BUDGET

DRAFT

Approved by the SRTC Board of Directors on 09.10.2026

421 W Riverside Ave Suite 500
Spokane, WA 99201
www.srtc.org
509.343.6370

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SPOKANE REGIONAL TRANSPORTATION COUNCIL

2026 Board of Directors

City of Airway Heights	**COUNCIL MEMBER JENNIFER MORTON**
City of Cheney	**COUNCIL MEMBER VINCENT BARTHELS**
City of Deer Park	**COUNCIL MEMBER DIANE PFAEFFLE**
City of Liberty Lake	**MAYOR CRIS KAMINSKAS (CHAIR)**
City of Medical Lake	**COUNCIL MEMBER DON KENNEDY**
City of Millwood	**MAYOR SHAWNA BEESE**
City of Spokane	**COUNCIL MEMBER KATE TELIS**
City of Spokane	**COUNCIL MEMBER KITTY KLITZKE (VICE-CHAIR)**
City of Spokane Valley	**COUNCIL MEMBER PAM HALEY**
City of Spokane Valley	**DEPUTY MAYOR TIM HATTENBURG**
Kalispel Tribe of Indians	**DANIEL CLARK**
Major Employer Representative	**DOUG YOST**
Rail/Freight Representative	**MATT EWERS**
Small Towns Representative	**COUNCIL MEMBER MICKI HARNOIS**
Spokane County	**COMMISSIONER AL FRENCH**
Spokane County	**COMMISSIONER JOSH KERNS**
Spokane Transit Authority	**CEO KARL OTTERSTROM**
Spokane Tribe of Indians	**COUNCIL MEMBER TIGER PEONE**
WSDOT-Eastern Region	**REGIONAL ADMINISTRATOR CHARLENE KAY**
WA Transportation Commission	**VACANT**
Ex-Officio Members	
Transportation Technical Committee	**TARA LIMON**
Transportation Advisory Committee	**MIKE ANKNEY**

SRTC Member Jurisdictions, Tribes, and Agencies

City of Airway Heights
City of Cheney
City of Deer Park
City of Liberty Lake
City of Medical Lake
City of Millwood
City of Spokane
City of Spokane Valley
Kalispel Tribe of Indians
Spokane County
Spokane Transit Authority
Spokane Tribe of Indians
Town of Fairfield
Town of Latah
Town of Rockford
Town of Spangle
Town of Waverly
WSDOT-Eastern Region
WA State Transportation Commission

Background

The Spokane Regional Transportation Council (SRTC) is the lead agency for coordinating transportation planning activities in the Spokane region. SRTC is governed by a Board that includes local elected officials, transportation executives, and community and business representatives. SRTC operates under a Unified Planning Work Program (UPWP) that details the activities to be undertaken, and the financial resources expected to support the organization over a 2-year period. The UPWP is approved by the SRTC Board and spans the state biennium fiscal years currently covering July 1,2025 through June 30, 2027.

Each year, the SRTC Board also approves a budget for the upcoming calendar year (CY). The process begins with the Administrative Committee, a subset of the SRTC Board tasked to work with staff to review budget details and proposed activities. The Calendar Year (CY) 2027 Budget outlined in this report includes SRTC's anticipated revenues and expenditures for the upcoming year and is closely linked to the UPWP. A key objective of the CY 2027 Budget is to provide adequate resources to address core planning functions, as defined by federal and state requirements. Together, the UPWP and annual budget provide a comprehensive picture of SRTC's work activities and financial resources. Both documents are aligned with SRTC's mission, vision, and values:

MISSION: Develop plans and programs that coordinate transportation planning in the Spokane Region

VISION: The Spokane region possesses the best multi-modal/multi-jurisdictional transportation network that optimizes safety, capacity, and efficiency in the movement of people and goods in a region of our size.

VALUES: Regional Leadership, Collaboration, Accountability, Innovation, Transparency, Inclusiveness, Integrity

SRTC Organization

SRTC serves as the designated Metropolitan Planning Organization (MPO) for the Spokane region and is responsible for ensuring compliance with federal transportation planning requirements. Since the Spokane Metropolitan Planning Area is over 200,000 in population, SRTC is also designated as a Transportation Management Area (TMA), which involves additional responsibilities and discretion in allocating certain federal transportation funds within the urbanized area. Finally, SRTC serves as the state-designated Regional Transportation Planning Organization (RTPO) for Spokane County. RTPOs are voluntary associations of local governments and were authorized as part of the 1990 Washington State Growth Management Act to ensure local and regional coordination of transportation plans.

SRTC is organized through an interlocal agreement as a voluntary association and joint board. As shown on page 1, the agency is governed by a Board of Directors, which receives citizen input from a Transportation Advisory Committee (TAC) and technical input from a Transportation Technical Committee (TTC). The Board of Directors includes 20 voting members and two ex-officio, or non-voting, members (TAC &TTC Chairs). Pursuant to RCW 47.80.040, area members of the House of Representatives and the State Senate are considered ex-officio, non-voting policy board members of SRTC.

Unified Planning Work Program (UPWP) 2026-2027 Biennium

On 06/12/2025, the SRTC Board approved the Unified Planning Work Program for the 2026-2027 Biennium. The UPWP defines the projects and work activities that will be conducted by the agency during the period covering state fiscal years 2026-2027 (07/01/2025 through 06/30/2027) and is available on the SRTC website linked here. More detailed activity and time frames are described in the linked document.

Table 1 identifies the work activities included in the UPWP 2026-2027 Biennium.

Task	MPO	RTPO
Task 1: Program Administration & Coordination		
1.1 Program Management & Support	☐	☐
1.2 Certifications, Agreements, Work Program	☐	☐
1.3 Coordination with State/Federal Legislators	☐	
1.4 Professional Development & Training	☐	
Task 2: Public & Stakeholder Participation & Coordination		
2.1 Public Coordination & Outreach	☐	☐
2.2 Stakeholder Coordination	☐	☐
2.3 Title VI & other Federal Direction	☐	☐
2.4 Website and Social Media Management	☐	☐
Task 3: Data Management & Systems Analysis		
3.1 Data & Software Management	☐	☐
3.2 GIS & Spatial Analysis	☐	☐
3.3 Data Visualization & Cartography	☐	☐
3.4 Socioeconomic Data Collection/Forecasting	☐	☐
3.5 Systems Analysis & Data Application	☐	
Task 4: Metropolitan Transportation Plan & General Long Range Transportation Planning		
4.1 Long-Range Transportation Planning	☐	☐
4.2 Agency Support & Coordination	☐	☐
4.3 Active & Public Transportation	☐	☐
Task 5: Transportation Improvement Program		
5.1 TIP Development & Maintenance	☐	☐
5.2 Coordination & Tracking Projects	☐	☐
Task 6: Congestion Management Process		
6.1 CMP Activities	☐	
6.2 SRTMC Support/TSMO	☐	
Task 7: Planning Coordination & Studies		
7.1 General Planning Support/Coordination	☐	
7.2 Regional Transportation Priorities	☐	
7.3 Safety Educational Campaign	☐	☐
7.4 I-90 & Associated Corridor Joint Plan Study	☐	☐
7.5 Transportation Funding Study	☐	☐
Task 8: RTPO Planning Activities		
8.1 General RTPO Activities		☐
8.2 Comp Plan &CWPP Certification Update		☐

CY 2027 Budget Summary

SRTC prepares and adopts a proposed budget for each calendar year and submits notice of anticipated financial contributions to the legislative bodies of each member agency. Member contributions for the CY 2027 Budget were reviewed by the SRTC Board on 07/9/2026. This information was submitted by letter to each member agency on 07/17/2026. The annual budget may be amended in two ways: 1) The annual budget may be amended by a vote of the Board if the amendment does not require additional appropriations from member agencies. 2) If the amendment does require additional appropriations from member agencies, it must be approved jointly by both the Board and the participating members.

Financial Management Practices

SRTC prepares a budget for financial planning purposes. The proposed budget is presented to the SRTC Board for review and approval in the fall of each year. Significant budget changes identified throughout the year, including changes that alter the approved Unified Planning Work Program, are presented for review and approval by the Board. Quarterly budget updates are provided in the SRTC Board agenda throughout the year.

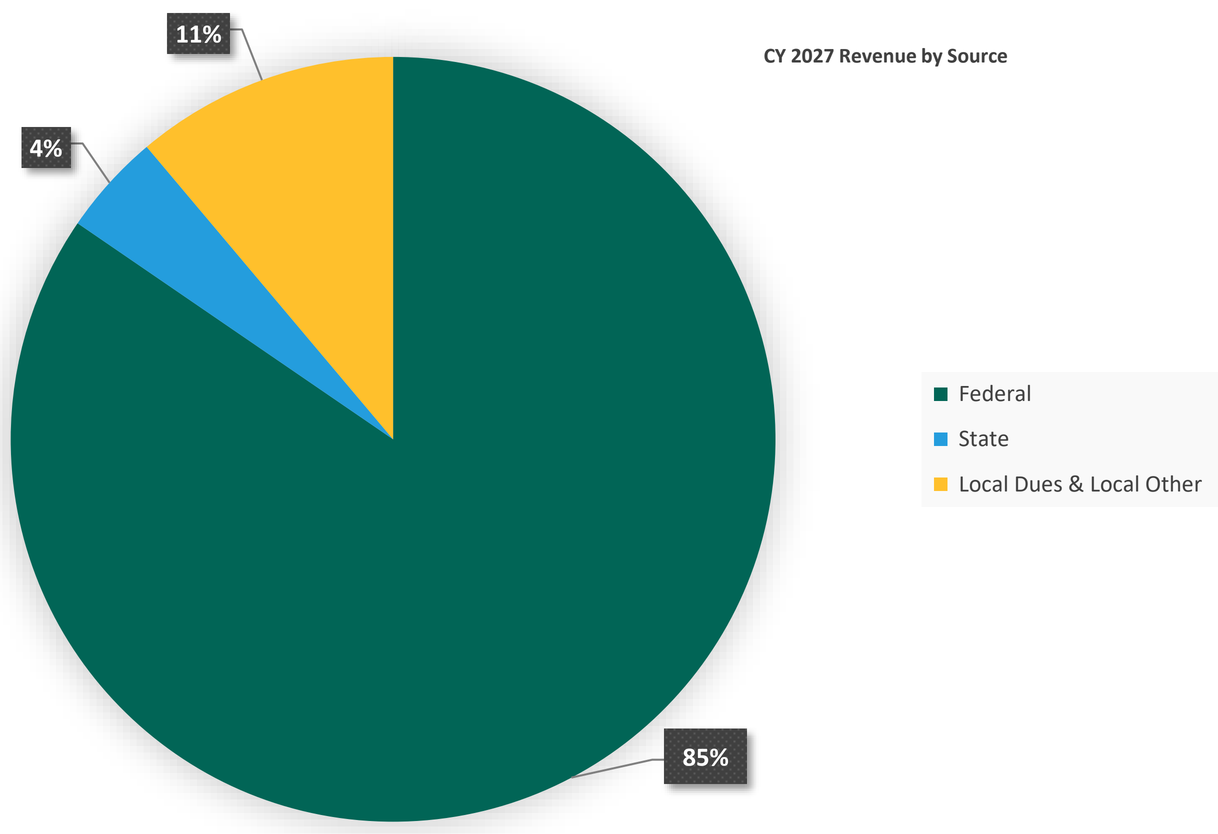
SRTC reports financial activity in accordance with the Cash Basis Budgeting, Accounting and Reporting System (BARS) manual prescribed by the State Auditor's Office under the authority of Washington State law, Chapter 43.09 RCW. Financial transactions are recognized on the cash basis of accounting. SRTC's basic financial statements include the financial position and results of operations. It accounts for all financial resources except those required or elected to be accounted for in another fund.

SRTC has one governmental fund (General Fund). The fund has a set of single-entry accounts that comprises its cash, investments, revenues, and expenditures, as appropriate. It is SRTC's policy to deposit all cash with the Spokane County Treasurer.

CY 2027 Revenue Estimates

SRTC receives revenue from Federal, State and Local sources. In addition to formula funding, SRTC often includes revenue from discretionary grants. The CY 2027 estimate for revenues is $3,355,254 (Table 2). As shown in Figure 2, 85% of the revenues included in the CY 2027 Budget are provided by federal sources. State planning support is 4% of total; local member contributions and other local funds account for 11% of the budgeted revenues.

TABLE 2: CY 2027 ESTIMATED REVENUES	
Consolidated Planning Grant (CPG) Funds (Formerly FHWA PL & FTA 5303)	$ 1,410,017
STBG Planning Funds	500,000
Designated Grant – FHWA – Safety Education Campaign	294,100
Designated Grant – STBG – Interstate-90 Study	640,000
RTPO State Planning Funds	144,651
Local Member Contributions	282,986
Spokane County Treasury Interest	35,000
Miscellaneous Other revenue sources (Rebates, GSI Summit, PTV partners)	23,500
SRTC Cash Reserve - Contingency	25,000
TOTAL ESTIMATED REVENUES	$ 3,335,254



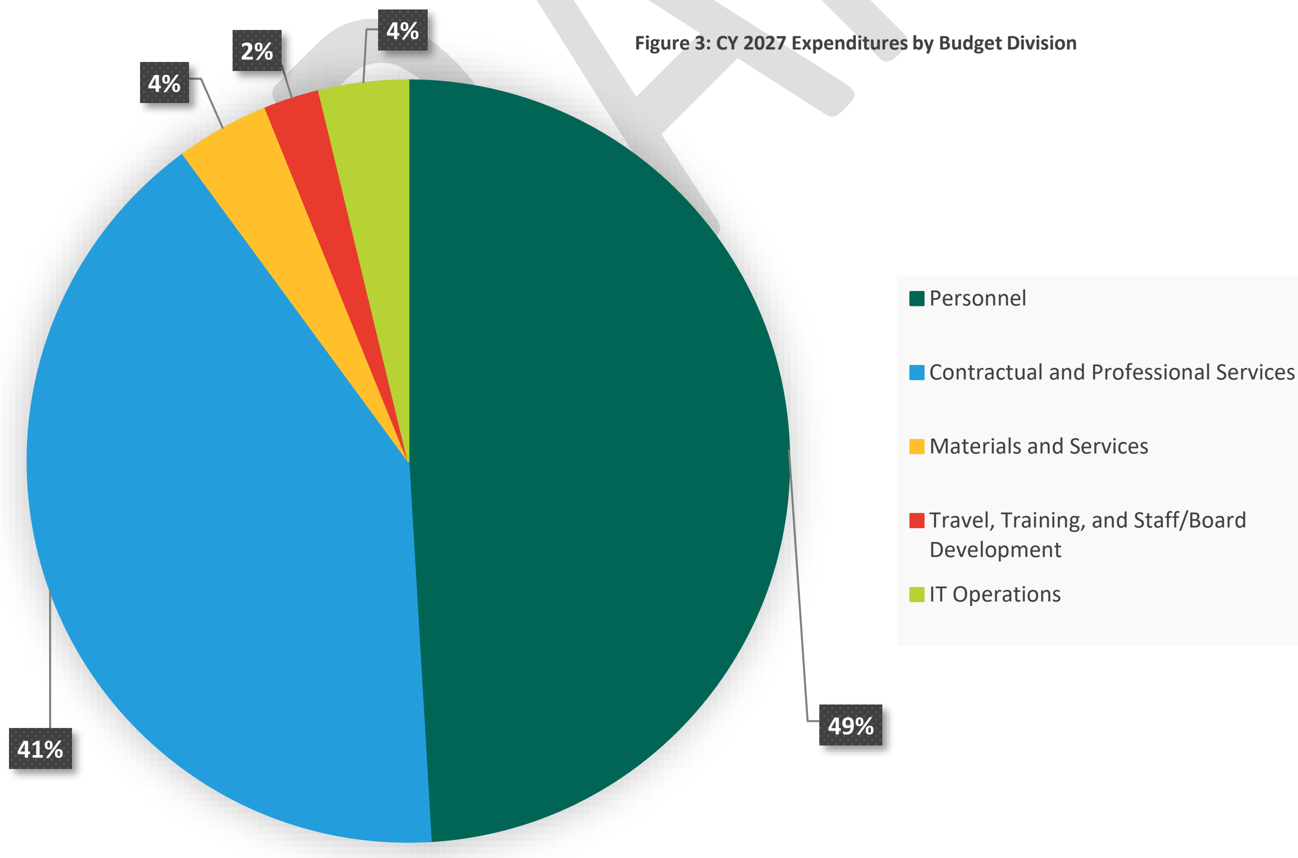
CY 2027 Expenditure Estimates

The CY 2027 estimate for expenditures is balanced with estimated revenues at $3,355,254. Budget expenditures are divided into the following five divisions: 1) Personnel; 2) Contractual and Professional Services; 3) Materials and Services; 4) Travel, Training, and Staff Development; and 5) IT Operations.

Table 3 provides a breakdown of expenses by these categories. Figure 3 illustrates that personnel expenditures account for 49% of the total agency budget. Contractual and Professional Services account for 41%; followed by Materials & Services at 4%; Training and Memberships at 2%, and IT Operations at 4%.

TABLE 3: CY 2027 ESTIMATED EXPENDITURES	
Personnel	$ 1,633,953
Contractual and Professional Services	1,360,900
Materials and Services	131,650
Training and Memberships	78,275
IT Operations	125,475
Contingency	25,000
TOTAL ESTIMATED EXPENDITURES	$ 3,355,254

Figure 3: CY 2027 Expenditures by Budget Division



The CY 2027 budget includes 11.50 Full Time Equivalent (FTE) positions. Table 4 provides a summary of the budgeted positions for CY 2026 and CY 2027.

TABLE 4: SUMMARY OF BUDGETED POSITIONS		
Position	CY 2026	CY 2027
Executive Director	1.00	1.00
Deputy Executive Director	1.00	1.00
Administrative Services Manager	1.00	1.00
Administrative-Executive Coordinator	1.00	1.00
Communications and Public Relations Coordinator	1.00	1.00
Program Intern	0.50	0.50
Planning Manager	1.00	1.00
Associate Planner I	1.00	0.00
Associate Transportation Planner II	1.00	2.00
Associate Transportation Planner III	1.00	1.00
Principal Transportation Planner	2.00	2.00
TOTALS	11.50	11.50

CY 2027 Budget Details

Appendix A presents the budget details for the CY 2027 Budget. The following provides details of some of the revenue and expenditure items contained in Appendix A.

Revenues

CONSOLIDATED PLANNING GRANT (CPG) FUNDS: Coincident with the development of the 2026-2027 UPWP, Washington State transitioned to a CPG program for MPOs. This program combines the federal transit planning funds with FHWA planning funds for allocation and reporting of a singular grant program. SRTC's allocation of CPG funds in CY 2027 is anticipated to be $1,149,501. An additional $260,516 is from prior year remaining funds for a total of $1,410,017.

STBG (FEDERAL DISCRETIONARY FUNDS-METROPOLITAN PLANNING): SRTC's current 2024-2027 Transportation Improvement Program (TIP) includes $500,000 in annual Surface Transportation Block Grant (STBG) funds set-aside by the Board of Directors for the completion of transportation planning activities in the current UPWP.

OTHER GRANTS, STUDIES, AND PROJECTS: FHWA is funding a Safety Education Campaign with a 2027 budget of $294,100. The SRTC Board set-aside $800,000 in STBG funds for a transportation planning study for I-90; $640,000 in STBG is budgeted for the study in 2027

RTPO (STATE PLANNING FUNDS): The State of Washington provides $2.45 million annually to RTPOs to conduct transportation planning in support of the State's Growth Management Act (GMA). For large MPOs such as SRTC, this funding has been used to supplement the overall planning program in fulfillment of the GMA, and to support transportation planning activities in the non-urbanized areas of Spokane County. SRTC's allocation of RTPO funds is anticipated to remain at $144,651 in CY 2027.

LOCAL CONTRIBUTIONS: Local contributions for municipalities are budgeted to remain at $.30 cents per capita. The contribution structure calls for Spokane County to contribute at the same rate as the City of Spokane assessment. Other members are assessed an amount as determined by the Board and member agency. Table 5 provides an overview of contributions for each member in CY 2026 and CY 2027. The contributions for SRTC members in CY 2027 are $282,986.

TABLE 5: CY 2027 LOCAL CONTRIBUTIONS				
Jurisdiction	Population*	% of 2026 Population	CY 2026 Contributions	CY 2027 Contributions
Airway Heights	12,140	2.13%	3,636	3,642
Cheney	13,130	2.30%	3,954	3,939
Deer Park	5,565	0.98%	1,541	1,670
Fairfield	600	0.11%	180	180
Latah	185	0.03%	56	56
Liberty Lake	14,790	2.59%	4,233	4,437
Medical Lake	4,890	0.86%	1,470	1,467
Millwood	1,925	0.34%	578	578
Rockford	630	0.11%	186	189
Spangle	285	0.05%	86	86
Spokane	235,900	41.34%	70,410	70,770
Spokane County	169,635	29.73%	70,410	70,770
Spokane Valley	110,800	19.42%	33,060	33,240
Waverly	125	0.02%	38	38
Jurisdiction Subtotal	570,600	100%	189,838	191,062
Kalispel Tribe of Indians	Flat Rate	n/a	1,400	1,400
Spokane Transit Authority	Flat Rate	n/a	58,706	58,706
Spokane Tribe of Indians	Flat Rate	n/a	1,400	1,400
WSDOT-Eastern Region	Flat Rate	n/a	30,418	30,418
Special Subdistrict Subtotal			91,924	91,924
TOTAL DUES			281,762	282,986

* (4/1/2026 WA Office of Financial Management Estimate)

Additional sources of local revenues budgeted include $35,000 of interest revenue from the Spokane County Treasurer Office as financial custodian of SRTC's funds. $23,500 is budgeted for other sources including rebates, and partner support for PTV travel demand software and annual GSI transportation education summit. SRTC also budgets $25,000 as a contingency line item.

Expenditures

PERSONNEL: Increase of $26,797 (1.7%) vs 2026

Salaries: Total wages budgeted for 2027 increase 5.4% over the 2026 budget. The increase is associated with projected merit increases based on performance reviews and accomplishments, as well as a requested 4.0% cost of living wage adjustment.

FICA: The Federal Insurance Contributions Act tax includes employer contributions for Social Security and Medicare.

WA State Retirement System: SRTC provides an employer contribution for SRTC staff as members of the Washington State Retirement System. Contribution rates are set by the State Legislature and may be adjusted as needed, usually at the beginning of the State's Biennium. In July 2025 the employer rate decreased to 5.88%. The 2027 budget is a 26% decrease of <$25,856> vs the 2026 budget.

Insurance/other Benefits: As of 01-01-2019 SRTC began procuring health insurance benefits through the Association of Washington Cities (AWC) Employee Benefit Trust as a non-city entity sponsored by the City of Spokane Valley. Medical Insurance premiums are anticipated to increase between 7 – 10% for 2027. SRTC earned a Well City discount that will result in a 2% reduction in medical insurance premiums in 2027. With the Well City reduction medical insurance premiums are estimated to increase 8.0% for the 2027 budget. Vision, dental and life insurance rates are not anticipated to change. Industrial Insurance is also included in this category. Agency contributions to Health Savings Accounts for staff on High-Deductible Health Insurance plans and Transit passes are in this budget category as well with no increase vs 2026.

CONTRACTUAL AND PROFESSIONAL SERVICES: Decrease of <$39,533> (-0.3%) vs 2026. This is primarily due to the completion of the WA Dept of Commerce funded Electrification of Transportation Systems (ETS) effort; offset by increases in 2027 for ongoing SS4A Safety Education Campaign and Interstate-90 Study.

Legal Services: No change from 2026 budget.

Contractual/Professional Services: This category includes available funds from prior year grant balances available for project work to be identified in the 2026-2027 UPWP which includes the first half of CY 2027: other services include translation, ADA/WCAG compliance, state audit services, and photography services to support outreach efforts.

Consultant Services for 2026 completed work include ETS project and the Strategic Plan totaling $699,485 in the 2026 budget. Other projects include the TIP database and other projects included as part of the 2026-27 UPWP.

Consultant work budgeted in 2027 includes:

- Safety Education Campaign $340,000
- Interstate – 90 Study: 800,000
- Economic Analysis (MTP): $50,000
- Intelligent Transportation System (ITS) Study $40,000
- Transportation Funding Study $31,000

MATERIALS AND SERVICES: *Decrease* of $390 vs 2026

Operating Supplies: General office supplies, outreach and wellness program supplies increase of $750 (13%)

Minor Furniture/Equipment: Includes replacement of older office chairs & furniture as necessary. Decrease of $3,000 (-43%)

Telephone: VOIP telephone service for office; cell service for Executive and Deputy Directors. Decrease of $1,960 (-28%) due to termination of MS Teams phone #'s service.

Advertising: Expenses for legal notices related to items such as public meetings, outreach events, plan comment periods, and Transportation Improvement Program (TIP) amendments. No change from 2026 budget.

Office Space Rent: SRTC leases Suite 500 at the Paulsen Center. Starting in June of 2026 SRTC no longer has free use of Suite 504 and now pays a discounted hourly fee for use of the meeting space for Board meetings. Increase of $200 for office rent and CAMS; increase of $2,000 for meeting room rentals.

Copy Machine Lease: This includes the copier lease expense as well as the copier usage charges.

Property and Liability insurance: Anticipated to increase $1,500 (8%) for 2026.

Printing: No change from 2026 budget.

TRAVEL, TRAINING, and STAFF/BOARD DEVELOPMENT: *Increase* of $2,825 (6.4%) vs 2026 budget. Because of the specialized and technical nature of the services provided, this category is to ensure adequate resources for travel, as well as resources for needed technical training related to travel demand modeling, geographic information systems, transportation planning, information technology, financial management, updates and changes to employment law, public records law, and public involvement. Regular travel is also necessary for coordination with other organizations.

Mileage & Parking: Covers mileage and parking costs during work-related travel. Up $300 (11%).

Travel & Training: Supports training and travel needed to improve skills and work with partner agencies. Up $800 (2%)

Annual Summit & Guest Speakers: Covers costs for hosting the annual summit and guest speakers. Up $1,000 vs 2026.

Dues, Subscription, & Memberships: Pays for memberships, subscriptions, and dues that help staff stay informed and connected. Increase $725 (6%)

INFORMATION TECHNOLOGY (IT) OPERATIONS – Increase of $4,080 (3%) vs 2026 budget.

IT Management Services: In July 2024 SRTC contracted with a new IT Support Services vendor for a three-year period. The Professional Services rate is comparable to that of 2026.

Software - Software purchases and software maintenance: Support for the VISUM travel demand model, ESRI Software for GIS, firewall maintenance, finance/payroll software. Software purchases include Presentation software, MS Office 365 and Planner/Data software, Adobe Acrobat. The primary increase in this category is primarily result of showing full cost of annual PTV VISUM/VISSIM travel demand model software maintenance. Due to 2025 audit discussion that PTV partners City Spokane, Spokane Valley and KMPO shares should be counted as expense to SRTC with partner reimbursements then counted as revenue.

Hardware – New/Replacement/Repairs/Maintenance/Upgrades: Replacement of network equipment and workstation replacement. The 2026 budget does include workstation replacement & minor equipment, as well as improvements to hybrid office equipment/hardware. Repair supplies and equipment repair.

Online Services: Internet service, metro Ethernet connection, website hosting, spam filtering, domain names, virtual meeting platform services. Increase $950 vs 2026 budget.

APPENDIX A

Budget Summary
Draft SRTC CY 2027 Budget Summary

-	CY 2026 Amendment#1 8.13.26	CY 2027 Proposed	$$ change	% change
REVENUES				
Consolidated Plang Grant (CPG) (FHWA PL/FTA 5303)-FFY26 allocatn	1,137,122	1,149,501	12,379	1.1%
CPG carried forward prior year	151,989	260,516	108,527	71.4%
STBG Planning Funds	500,000	500,000		
Designated Grant - FHWA - Safety Education Campaign	194,000	294,100	100,100	-
Designated Grant - STBG I-90 Study	160,000	640,000	480,000	-
RTPO (State Planning Funds)	144,651	144,651	-	0.0%
Designated Grants (WA Dept Commerce - ETS)	669,485	-	(669,485)	-
Designated Local Funds carried forward	32,466	-	(32,466)	-
Local Member Contributions	281,762	282,986	1,224	0.4%
SRTC Cash Reserve (Contingency & Balance Bgt)	25,000	25,000	-	0.0%
Spokane County Treasury Interest	30,000	35,000	5,000	16.7%
Misc other revenue sources (Rebates, GSI Summit, PTV partners)	35,000	23,500		
TOTAL REVENUES	**3,361,475**	**3,355,254**	(6,221)	**-0.2%**
EXPENDITURES				
Personnel				
Salaries	1,204,839	1,270,006	65,167	5.4%
Accrued Vacation Payouts \ Unemployment	15,000	15,000	-	0.0%
FICA	93,318	98,303	4,985	5.3%
WA State Retirement System	98,000	72,144	(25,856)	-26.4%
Insurance/Benefits	196,000	178,500	(17,500)	-8.9%
Total Personnel	**1,607,156**	**1,633,953**	26,797	**1.7%**
Contractual and Professional Services				
Legal Services	25,000	25,000	-	0.0%
Consultant & Prof Svcs	5,000	32,000	27,000	540.0%
State Audit Charges	22,000	23,000	1,000	4.5%
Consultant Services & Strategic Plan	30,000	-	(30,000)	-
Consultant Services & MTP update / Economic Analysis	50,000	50,000	-	0.0%
Consultant Services & TIP Database	18,948	19,900	952	5.0%
Consultant Services & Safety Education Campaign	200,000	340,000	140,000	
Consultant Services & Interstate -90 Study	200,000	800,000	600,000	-
Consultant Services & ITS update	60,000	40,000		
Consultant Services & Transportation Funding Study	120,000	31,000		
Professional Services - ETS Grant Work	669,485	-	(669,485)	
Total Contractual and Professional Services	**1,400,433**	**1,360,900**	(39,533)	**-2.8%**
Materials and Services				
Publications	500	500	-	0.0%
Postage	400	400	-	0.0%
Operating Supplies	5,750	6,500	750	13.0%
Minor Furniture/Equipment/Rebranding	7,000	4,000	(3,000)	-42.9%
Telephone	6,910	4,950	(1,960)	-28.4%
Advertising	7,200	7,200	-	0.0%
Rent - Office Space	74,500	74,700	200	0.3%
Rent - Meeting Rooms	500	2,500	2,000	400.0%
Lease - Copier (and usage charges)	2,670	2,500	(170)	-6.4%
Property and Liability Insurance	17,500	19,000	1,500	8.6%
Printing	4,000	4,000	-	0.0%
Interfund Charges County Treasurer (Fees)	5,110	5,400		5.7%
Total Materials and Services	**132,040**	**131,650**	(390)	**-0.3%**
Travel, Training, and Staff Development				
Mileage & Parking	2,700	3,000	300	11.1%
Travel / Training (Staff)	42,700	43,500	800	1.9%
Annual Summit / Guest Speakers	15,000	16,000	1,000	0.0%
Board/Staff Retreats, Facilitators, Refreshment	3,700	3,700	-	0.0%
Dues, Subscriptions, and Memberships	11,350	12,075	725	6.4%
Total Travel, Training, and Staff Development	**75,450**	**78,275**	2,825	**3.7%**
IT Operations				
IT Professional Services	36,300	36,300	-	0.0%
Software	52,720	55,850	3,130	5.9%
Hardware - New, Replacement, Repairs & Maintenance	18,500	18,500	-	0.0%
Online Services	13,875	14,825	950	6.8%
Total IT Services	**121,395**	**125,475**	4,080	**3.4%**
Contingency	**25,000**	**25,000**	-	**0.0%**
TOTAL EXPENDITURES	**3,361,475**	**3,355,254**	(6,221)	**-0.2%**

Spokane Regional Transportation Council

CALENDAR YEAR
2027 INDIRECT COST PLAN
DRAFT

SRTC Board Meeting 09.10.2026

421 W Riverside Ave Suite 500
Spokane, WA 99201
www.srtc.org
509.343.6370

INDIRECT COST PLAN CERTIFICATION STATEMENT

This is to certify that I have reviewed the Indirect Cost Plan submitted herewith and to the best of my knowledge and belief:

All costs included in this plan, 10/08/26, to establish billing or final indirect costs rate for January – December 2027 are allowable in accordance with the requirements of the Federal awards to which they apply and the provisions of 2 CFR Part 200-Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards. Unallowable costs have been adjusted for in allocating costs as indicated in the Indirect Cost Plan.

All costs included in this plan are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently, and the Federal Government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Spokane Regional Transportation Council

____
Lois Bollenback, Executive Director
Spokane Regional Transportation Council

10/08/2026
____
Date

Purpose

This document serves as the Calendar Year (CY) 2027 Indirect Cost Plan for the Spokane Regional Transportation Council (SRTC) and was prepared in accordance with the policies and procedures contained in 2 CFR Part 200-Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards. The 2027 Indirect Cost Plan will be effective for the months of January through December 2027.

Methodology

A consistent approach has been followed in the treatment of direct or indirect costs; in no case have costs charged as direct costs to programs been included as indirect costs. Actual expenditure information used to prepare the plan was obtained from financial statements. SRTC has not made any significant changes to the accounting treatment of any expense category or to its accounting system for CY 2027. The expenses will continue to be allocated between direct and indirect costs as described in the approved CY 2027 Indirect Cost Plan. The CY 2027 indirect rate calculation is based on the approved 2027 budget. Based on this amount, the new indirect cost rate will be 49% of total direct salaries and wages. This plan is for a fixed rate, with any over/under cost recovery amount adjusted in a subsequent year.

For CY 2027, SRTC will continue using Vision Municipal Solutions software for financial accounting and payroll processes. Vision MS is designed with the WA State Auditor's Office BARS reporting codes to provide seamless reporting for annual audits. The general ledger provides the capability of tracking overall expenses by calendar year and fiscal year, enabling an overall audit by either period. Salaries for hours worked, fringe benefits, and direct costs for each work element will be recorded in the appropriate task code.

The non-worked hours paid (vacation, holiday, sick leave, jury duty) and benefits will be prorated among the work elements. To accomplish the proration of the non-worked salary and benefits, these amounts will be accumulated in an independent function code number. At the end of each month, the non-worked salary and fringe benefit totals in this function code will be prorated to the Unified Planning Work Program (UPWP) work elements based on the amount of each employee's time in each work element. This will be done through a spreadsheet program from which actual billings will be prepared.

The proposed indirect cost percentage rate is of the "fixed rate with carry-over" type. Any over/under recovery for a specific year is carried forward to the following calendar year to be used as an adjustment to the following year's rate.

Expenses that are directly identifiable to a specific work element within SRTC are classified as "direct costs" and charged to the specific work elements to which they relate. Expenses that are not directly identifiable to a specific work element are classified as "indirect costs" and are recovered as a fixed percentage rate of total eligible salaries and wages.

Development of the CY 2027 Indirect Rate

The CY 2027 indirect cost is based on a calculated 2027 total of indirect costs of $495,996 plus a 2025 (the two-year look back reconciliation period) adjustment of $34,202, and a direct salary base of $1,084,348 yielding an indirect cost rate of 49%. This information is documented in the Appendix in **Table 1: Total Proposed Indirect Costs for CY 2027**. Table 1 also demonstrates that ineligible costs associated with SRTC staff interaction with state and federal officials are not included in the calculated indirect cost rate.

$495,996 + $34,202 = $530,198 / $1,084,348 = **49%**

CY 2025 shows an under-recovery amount of <$34,202>. This information is documented in the Appendix in **Table 2: CY 2025 Indirect Cost Recovery Analysis Worksheet.**

SRTC will use this indirect cost rate of 49% for the January-December 2027 billings, as reflective of anticipated expenditures.

Indirect Cost Rate Assumptions

In reviewing the operations of SRTC, part or all of the time of two employees was determined to be of an indirect support nature rather than a direct salary cost:
(1) Administrative Services Manager – 100%
(2) Administrative-Executive Coordinator – 100%
Estimates of the time spent on these activities were made, and the salary and fringe benefit costs involved were calculated from the approved CY 2027 budget. Based on the line items of expense in the CY 2027 budget, the following classifications of costs as direct or indirect were developed:

DIRECT	INDIRECT	
Advertising	Advertising	Rentals –Eqpt/Buildings/Facilities
Computer Hardware	Computer Hardware	Software
Contractual Professional Services	Contractual Professional Services	Software/Equipment Maintenance
Direct Fringe Benefit Expenses	Dues, Subscriptions, Memberships	State Audit Charges
Direct Salary Expenses	Indirect Fringe Benefit Expenses	Telephone
Education Series / Guest Speakers	Indirect Salary Expenses	Termination Sick Leave/Vacation Pay
Operating Supplies	Interfund Reprographics	Travel
Postage	Interfund Services*	Unemployment
Printing	Lease of Equipment	
Publications	Online IT Services	
Registration/Schooling	Operating Supplies	
Rentals –Eqpt/Buildings/Facilities	Permits/Fees	
Software	Postage	
Software/Equipment Maintenance	Printing	
Telephone	Property/Liability Insurance	
Travel / Training / Conferences	Publications	
	Registration/Schooling	

***** Prorated share of Spokane County Treasurer Office costs for Treasury Services. These expenses are distributed by a standardized formula to all organizations using County Treasury services. The remaining interfund items are charged at standard rates to all users based on the amount of the service or products used or purchased.

Capital Expenditures were classified as allowed or not allowed, without prior approval from the grantor agencies, using the 2 CFR Part 200-Uniform Administrative Requirements, Cost Principles, and Audit Requirement for Federal Awards. These line items will be funded entirely from additional local funds in CY 2027 unless prior approval is sought for specific equipment acquisitions.

Inconsistently Treated Costs

Line items such as Software, Operating Supplies, Equipment Maintenance, and Advertising are treated on a case-by-case basis within this plan. The items will be purchased either for a specific contract or project or for general use. Expenditures will be specifically coded to show what they will be used for. SRTC proposes to treat those purchases that are made directly for a specific work element within the UPWP as a direct cost, while those purchases for general purpose programs are an indirect cost.

Salary and fringe benefit expenses are also treated as both a direct and an indirect cost, depending on the nature of the activity incurring the cost. A separate payroll cost accounting code and budget will be established to record actual employee time worked in the indirect cost activities to provide support for the indirect cost amounts and to avoid treating any specific salary expense as both a direct and an indirect charge. The related fringe benefit expenses for the indirect salary charges are also accounted for separately.

All other costs in this plan are treated consistently as direct or indirect costs for all grants. The indirect cost rate will be used in billing all federal and state grants and contracts executed by SRTC.

APPENDIX

Table 1: CY 2027 Indirect Cost Plan Worksheet

Table 2: CY 2027 Indirect Cost Recovery Analysis Worksheet for CY 2025

Table 3: Schedule of Federal Funds Expenditures for Calendar Year 2025

SRTC Organizational Chart

TABLE 1 – SRTC CY 2027 INDIRECT COST PLAN WORKSHEET								
	Cost Type	Indirect Cost expenditures	Ineligible Cost expenditures	Transp. Grants eligible expenditures	TOTAL	Cost Classified Direct to All Activity	Indirect to All Activity	TOTAL
SALARIES & FRINGE BENEFITS								
Salaries & Wages	D/I	200,658	10,000	1,074,348	$1,285,006	**$1,084,348**	200,658	$1,285,006
Fringe Benefits	D/I	71,588	5,683	269,176	$346,447	274,859	71,588	$346,447
Total Salaries/Fringe Benefits		$272,246	$15,683	$1,343,524	$1,631,453	$1,359,207	$272,246	$1,631,453
								OTHER EXPENDITURES
Contractual/Professional Services								
Legal Services	I	25,000	0	0	$25,000	0	25,000	$25,000
Consultant Services	D/I	0	0	1.280,900	$1,280,900	1,280,900	0	$1,280,900
State Audit Charges	I	23,000	0	0	$23,000	0	23,000	$23,000
Misc. Professional Services	D/I	14,500	3,000	17,000	$34,500	20,000	14,500	$34,500
Materials & Services								
Publications	D/I	0	500	225	$500	500	0	$500
Postage	I	400	0	0	$400	0	400	$400
Operating Supplies	D/I	1,250	5,250	0	$6,500	5,250	1,250	$6,500
Minor Equipment	D	0	4,000	0	$4,000	4,000	0	$4,000
Telephone	D/I	3,650	600	700	$4,950	1,300	3,650	$4,950
Advertising	D	0	4,750	2,450	$7,200	7,200	0	$7,200
Lease – Office	I	74,700	0	0	$74,700	0	74,700	$74,700
Rent – Meeting Rooms	D/I	2,500	0	0	$2,500	0	2,500	$2,500
Lease – Copier	I	2,500	0	0	$2,500	0	2,500	$2,500
Property/Liability Insurance	I	15,000	4,000	0	$19,000	4,000	15,000	$19,000
Printing	I	500	0	3,500	$4,000	3,500	500	$4,000
Unemployment	I	0	0	0	0	0	0	0
Treasury Services	I	5,400	0	0	$5,400	0	5,400	$5,400
Contingency	D/I	0	25,000	0	$25,000	25,000	0	$25,000
Travel, Training, Staff Development								
Mileage & Parking	D/I	200	1,200	1,600	$3,000	2,800	200	$3,000
Travel/Training	D/I	1,500	15,200	38,000	$54,700	53,200	1,500	$54,700
Registration	D/I	750	1,500	6,250	$8,500	7,750	750	$8,500
Dues, Subscrip., Memberships	D/I	0	12,075	0	$12,075	12,075	0	$12,075
IT Operations								
IT Management	I	28,800	7,500	0	$36,300	7,500	28,800	$36,300
Software	D/I	13,175	10,700	31,975	$55,850	42,675	13,175	$55,850
Hardware-new & replacement	D/I	1,500	3,250	8,750	$13,500	12,000	1,500	$13,500
Hardware-repair,maint.upgrades	D/I	0	5,000	0	$5,000	5,000	0	$5,000
Online Services	I	9,425	5,400	0	$14,825	5,400	9,425	$14,825
Total Other Expenditures		**$223,750**	**$108,925**	**$1,403,125**	**$1,723,800**	**$1,500,050**	**$223,750**	**$1,723,800**
TOTAL		**$495,996**	**$124,608**	**$2,746,649**	**$3,355,253**	**$2,859,257**	**$495,996**	**$3,355,253**

Adjustment for (over)/Under Recovery of Indirect Cost in FY 2025 (from Table 2) will be made in the CY 2027 IDC Plan	$34,202	
Total Indirect Costs to be Recovered in CY 2027	**$530,198**	
Proposed Indirect Cost Allocation Rates for CY 2027	49%	

		TABLE 2 - CY 2025 INDIRECT COST RECOVERY ANALYSIS WORKSHEET- page 1 of 2												
Type	Description	Cost Type	2025 Indirect Expenses (I)	2025 Ineligible Expenses (L)	Eligible Grant Expenses Jan-June25 (D)	Eligible Grant Expenses July-Dec 25 (D)			Commerce ETS Sites Jan-June25 (D)	Commerce ETS Sites July-Dec 25 (D)	TOTAL	Costs Classified Direct to All Activity	Costs Classified Indirect to All Activity	TOTAL
51000	Salaries/Wages	D/I	172,964.17	2,759.72	459,632.31	471,357.02					$1,106,713.22	933,749.05	172,964.17	$1,106,713.22
52000	Fringe Benefits	D/I	64,571.33	787.55	134,488.32	137,086.20					$336,933.40	272,362.07	64,571.33	$336,933.40
Total Sal/Fringe Benefits			$237,535.50	$3,547.27	$594,120.63	$608,443.22					$1,443,646.62	$1,206,111.12	$237,535.50	$1,443,646.62
Other Expenditures														
51620	Move Staff	D/I	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00
53102	Publications	D/I	0.00	266.96	0.00	0.00					$266.96	266.96	0.00	$266.96
53103	Postage	D/I	252.50	0.00	0.00	0.00					$252.50	0.00	252.50	$252.50
53104	Software	D/I	9,821.57	0.00	21,147.32	523.68					$31,492.57	21,671.00	9,821.57	$31,492.57
53201	Operating Supplies	D/I	989.04	17,554.49	2,470.51	0.00					$21,014.04	20,025.00	989.04	$21,014.04
53502	Minor Equipment	D/I	4,364.52	10,501.85	0.00	0.00					$14,886.37	10,501.85	4,364.52	$14,886.37
54101	Prof. Services	D/I	47,253.58	1,233.56	6,140.07	0.00					$54,627.19	7,373.63	47,253.56	$54,627.19
54105	Legal Services	I	8,900.00	0.00	0.00	0.00					$8,900.00	0.00	8,900.00	$8,900.00
54120	State Audit Charges	I	27,959.10	0.00	0.00	0.00					$27,959.10	0.00	27,959.10	$27,959.10
54201	Contractual Services	D/I	1,730.97	16,517.73	313,775.44	62,706.99			135,875.82	586,242.18	$1,116,849.13	1,115,118.16	1,730.97	$1,116,849.13
54209	Online Services	D/I	11,396.40	0.00	0.00	0.00					$11,396.40	0.00	11,396.40	$11,396.40
54301	Telephone	D/I	5,057.01	0.00	286.35	401.43					$5,744.79	687.78	5,057.01	$5,744.79
54401	Travel/Mileage	D/I	4,144.03	7,432.47	4,048.70	4,250.21					$19,875.41	15,731.38	4,144.03	$19,875.41
54451	Advertising	D/I	1,322.66	0.00	800.44	718.51					$2,841.61	1,518.95	1,322.66	$2,841.61
54501	Rentals/Leases	D/I	66,606.40	0.00	0.00	0.00					$66,606.40	0.00	66,606.40	$66,606.40
54601	Prop/Liability Insurance	I	15,731.00	0.00	0.00	0.00					$15,731.00	0.00	15,731.00	$15,731.00
54803	Equip. Maintenance	D/I	694.91	0.00	0.00	0.00					$694.91	0.00	694.91	$694.91
54820	Software Maintenance	D/I	0.00	0.00	0.00	0.00					$0.00	0.00	0.00	$0.00
54902	Registration	D/I	1,035.00	5,012.70	2,966.08	1,375.00					$10,388.79	9,353.78	1,035.00	$10,388.78
54904	Dues, Subscrip, Mberships	D/I	100.00	11,490.88	0.00	0.00					$11,590.88	11,490.88	100.00	$11,590.88
54908	Permits/Fees	D/I	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00
54909	Printing	D/I	623.99	0.00	1,151.08	604.65					$2,379.72	1,755.73	623.99	$2,379.72

55120	IG Services – General	D	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00
59100	IF Charges	D/I	4,737.73	0.00	0.00	0.00					$4,737.73	0.00	4,737.73	$4,737.73
Total Other Expenditures			**$212,720.39**	**$70,010.64**	**$352,785.99**	**$70,580.47**			**$135,875.82**	**$586,242.18**	**$1,428,215.49**	**$1,215,495.10**	**$212,720.39**	**$1,428,215.49**
	TOTAL		**$450,255.89**	**$73,557.91**	**$946,906.62**	**$679,023.69**			**$135,875.82**	**$586,242.18**	**$2,871,862.11**	**$2,421,606.22**	**$450,255.89**	**$2,871,862.11**

TABLE 2 - CY 2025 INDIRECT COST RECOVERY ANALYSIS WORKSHEET- page 2 of 2

Indirect Costs charged to SRTC Projects: CY 2025 approved indirect cost rate: 51%				TOTAL INDIRECT EXPENDITURES	$450,255.89
		2024	2024		
	RECOVERED	1ST Half	2nd Half		
	Regional Transportation Plan Update	47,702.69	59,058.47		$106,761.16
	Congestion Management Process	4,203.98	637.48		$4,841.46
	Program Mgt/Administration	55,857.72	55,326.67		$111,184.39
	Public/Stakeholder Participation & Education	34,203.45	31,530.13		$65,733.58
	Systems Analysis & Information Management	31,726.86	32,264.23		$63,991.09
	Transportation Improvement Plan	27,688.77	27,158.99		$54,847.76
	Planning Consultation & Studies	16,883.88	21,335.86		$38,219.74
	RTPO Planning Functions	5,743.79	11,276.09		$17,019.88
	Transportation Coordination	1,443.54	-		$1,443.54
	Safe Streets for All (SS4A)	4,959.23	-		$4,959.23
		$230,413.91	**$235,678.70**	Total Indirect Costs Recovered from Projects	**$469,001.83**
				Amount Over-Recovered in CY 2025	$18,745.94
				Amount (Under-Recovered) in CY 2024	$(52,948.02)
				Amount to be Adjusted in CY 2027 Under-Recovered	$(34,202.08)

TABLE 3 – SCHEDULE OF FEDERAL FUNDS EXPENDITURES FOR CY 2025

	1st Half CY 2025			2nd Half CY 2025		Consolidated		1st Half	2nd Half		Total
Item	PL	FTA	STBG	CPG	STBG	PL/FTA/STBG Funds					Federal Funds
Federal Revenue	313,655	104,259	464,601	681,202	34,976	**$1,598,693**					**$1,598,693**
Required Local Match	48,952	16,272	72,510	106,315	**5,459**	**$249,508**					**$249,508**
Additional Local	0	0	0	0	0	**0**					**0**
TOTAL	$362,607	$120,531	$537,111	$787,517	$40,435	**$1,848,201**					**$1,848,201**
Total Salaries	150,829	51,681	225,465	426,296	19,413	**$873,685**					**$873,685**
Total Benefits	39,652	13,845	69,027	111,131	5,430	**$239,085**					**$239,085**
Total Other	95,203	28,648	127,631	32,679	5,691	**$289,852**					**$289,852**
Total IDC's	76,923	26,357	114,987	217,411	9,901	**$445,579**					**$445,579**
TOTAL	$362,607	$120,531	$537,111	$787,517	$40,435	**$1,848,201**					**$1,848,201**
Direct charges – (Total amount less local match, usually at 13.5%)											
Direct Salaries/Wages						**$755,737**					**$755,737**
Direct Fringe Benefits						**$206,808**					**$206,808**
Other Direct Expenditure						**$250,722**					**$250,722**
Indirect Cost Plan						**$370,535**					**$370,535**
Total Federal Revenues						**$1,567,650**					**$1,567,650**

Administrative Requirement (Super Circular) 200.425 Audit Services (a) A reasonably proportionate share of the costs of audits required by, and performed in accordance with, the Single Audit Act Amendments of 1996 (31 U.S.C. 7501-7507), as implemented by requirements of the Part, are allowable.

However, the following audit costs are ineligible: Any costs of auditing a non-Federal entity that is exempted from having an audit conducted under the Single Audit Act and Subpart F-Audit Requirements of this Part, because its expenditures under Federal awards are less than $1,000,000 during the non-Federal entity's fiscal year.

SRTC Organizational Chart

Spokane Regional Transportation Council

Last Updated: January 2026

SRTC Board of Directors

Voting Members

- City of Airway Heights
- City of Cheney
- City of Deer Park
- City of Liberty Lake
- City of Medical Lake
- City of Millwood
- City of Spokane (2)
- City of Spokane Valley (2)
- Kalispel Tribe of Indians
- Major Employer Representative
- Rail/Freight Representative
- Small Towns Representative[1]
- Spokane County (2)
- Spokane Transit Authority
- Spokane Tribe of Indians
- WSDOT—Eastern Region
- Washington State Transportation Commission

Ex-Officio Members

- TTC Chair
- TAC Chair
- Regional Washington State Legislators

Administrative Committee

7 Board members appointed annually by the Board of Directors

Transportation Technical Committee (TTC)

21 Technical Staff appointed by member jurisdictions:

- City of Airway Heights
- City of Cheney
- City of Liberty Lake
- City of Spokane (3)
- City of Spokane Valley (2)
- Kalispel Tribe of Indians
- Small Cities and Towns[2]
- Spokane County (3)
- Spokane Regional Clean Air Agency
- Spokane Regional Health District
- Spokane Transit Authority (2)
- Spokane Tribe of Indians
- WSDOT—Eastern Region (3)

Transportation Advisory Committee (TAC)

16 community members appointed by the Board of Directors representing a broad and diverse population that may include:

- Active Transportation
- Construction
- Education
- Environment
- Health Care
- Persons with Disability
- Seniors
- Technology
- Utilities

SRTC Staff

Executive Director
Appointed by the Board

- **Communications & PR Coordinator**
- **Administrative Services Manager**

Deputy Executive Director

- **Administrative Executive Coordinator**

Transportation Planning Manager

- Principal Transportation Planner (2)
- Associate Transportation Planner III – Title VI/ADA Coordinator (1)
- Associate Transportation Planner II (1)
- Associate Transportation Planner I (1)

[1] Towns of Fairfield, Latah, Rockford, Spangle, and Waverly
[2] Towns listed above, plus the cities of Deer Park, Medical Lake, and Millwood

Note: In accordance with ILA 2021
Resolution R-22-01 - TAC
Resolution R-22-07 - TTC
Resolution R-22-19 - Administrative Committee

Spokane Regional Transportation Council

BOARD MEETING 09/10/2026
INFORMATION

AGENDA ITEM 8

To: SRTC Board of Directors
From: Lois Bollenback, Executive Director
Topic: Executive Director's Monthly Report

Requested Action: None. For information only.

Key Points:

Save the Date!!

Block your calendars for October 15th

Ongoing/Upcoming Public Events & Activities

- SRTC staff participated in a tour of the new SRTMC (7/14/2026), attended the State of Spokane Valley luncheon (7/22/2026), and participated in the STA Mobility Hubs TAC workshop (7/29/2026). Staff also hosted an information booth at the Unity in the Community event in Riverfront Park (8/15/2026).

Transportation Funding – Awards & Opportunities

Grant Program	Close Date	Available Funding	Agency
Consolidated Grant Program	September 9, 2026	CCA Funds	WSDOT
PROTECT Competitive Grant	September 11, 2026	$787 million	FHWA

- Spokane County received a funding award of up to $2,418,000 from the Federal Rail Adminstration (FRA) to complete a Corridor Safety Study at three at-grade railroad crossings.

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

Transportation Technical Committee 08/26/2026

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the June TTC meeting minutes and CY 2026-2029 TIP Amendment – August & September 2026, was approved. The meeting minutes were approved with an amendment proposed by Mr. Weathers to reflect his attendance.

At Mr. Weathers' request, the Chair called for a motion to amend the minutes to correct his attendance. Mr. Jennings made a motion to approve the amendment. Mr. Greene seconded the motion. The motion was passed unanimously.

Ms. Note made a motion to approve the CY 2026-2029 TIP August & September Amendment as presented. Mr. Weathers seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

GUEST PRESENTATION: DIVISION STREET BUS RAPID TRANSIT (BRT)

Mr. Dan Wells and Mr. Don Skillingstad provided an update on the Division Street BRT project, including the 10-mile preferred alternative, first-phase improvements, funding, design progress, and planned construction timeline. The $166 million project would add 38 stations, zero-emission buses, transit signal priority, and BAT lanes, with construction anticipated to begin in 2028 and passenger service in 2031.

CY 2027 UNIFIED LIST: PROJECTS FOR STATE & FEDERAL VERSIONS - DRAFT

Mr. Fletcher presented the draft CY 2027 Unified List, highlighting updated evaluation criteria, 28 project submissions, and recommended retention of all development and implementation projects. The primary decision is the initiation-category cutoff, with staff likely to recommend the natural score break while retaining the Clean Energy Campus Acquisition project, with a final list expected for committee review in September.

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - DRAFT

Mr. Kloskey presented the draft 2027–2030 Transportation Improvement Program, which includes 58 projects and approximately $660 million in programmed and secured funding, with about $285 million supporting the North Spokane Corridor. The fiscally constrained TIP will be available for public review and comment September 1–October 1, with a public open house scheduled for September 24.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Fletcher provided an agency update, noting the cancellation of the WSDOT Travel Washington Wheatland Express ribbon-cutting due to regional wildfire impacts. He also announced the fourth annual Spokane Regional Transportation Summit on October 15, with tickets available through Greater Spokane Inc. and discounted early-bird pricing.

Transportation Advisory Committee 08/26/2026

ACTION ITEMS

CONSENT AGENDA

The June TAC meeting minutes were approved. The committee agreed to consider the two consent agenda items separately, with staff clarifying that the TIP amendment programs funding but does not approve project design. The Spokane Falls Boulevard project may be considered separately, and staff will contact the City about providing a presentation and opportunities for additional public input before design begins in 2027.

Chair Ankney made a motion to approve the minutes as presented. Mr. Hansen seconded the motion. Ms. Zentz abstained from voting. The motion passed unanimously.

Mr. Barber made a motion to approve the CY 2026-2029 TIP Amendment – August & September 2026 as presented. Mr. Hansen seconded the motion. Ms. Winkler voted no. The motion passed 11-1.

INFORMATION AND DISCUSSION ITEMS

GUEST PRESENTATION: DIVISION STREET BUS RAPID TRANSIT (BRT)

Mr. Dan Wells and Mr. Don Skillingstad provided an update on the Division Street BRT project, a planned 10-mile corridor from downtown Spokane to Mead featuring zero-emission buses, 38 stations, transit signal priority, and BAT lanes. The first phase is nearing 60 percent design, with construction anticipated in 2028 and passenger service in May 2031, while STA continues coordinating with WSDOT on bicycle facilities and Complete Streets improvements.

CY 2027 UNIFIED LIST: PROJECTS FOR STATE & FEDERAL VERSIONS - DRAFT

Mr. Fletcher presented the draft CY 2027 Unified List, highlighting updated evaluation criteria, 28 project submissions, and staff's recommendation to retain all development and implementation projects. The initiation-category cutoff remains under consideration, with a final list expected in September for committee recommendation, followed by state and federal adoption in October and November.

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - DRAFT

Mr. Kloskey presented the draft 2027–2030 TIP, which includes 58 projects and programs and approximately $660 million in secured funding, including $285 million for the North Spokane Corridor. The draft TIP and interactive project map will be available for public comment September 1–October 1, with a public open house scheduled for September 24.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Kloskey provided agency updates, including the cancellation of the Wheatland Express ribbon-cutting due to wildfires and the October 15 Spokane Regional Transportation Summit. The committee also expressed interest in a Spokane Falls Boulevard presentation and discussed potentially revisiting SRTC's transportation resiliency study following recent wildfire impacts.

July 15, 2026

The Honorable Sam Graves
Chairman
House Committee - Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee - Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Shelley Moore Capito
Chairman
Senate Committee - Environment & Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Sheldon Whitehouse
Ranking Member
Senate Committee - Environment & Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Tim Scott
Chairman
Senate Committee - Banking, Housing, & Urban Affairs
534 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Elizabeth Warren
Ranking Member
Senate Committee - Banking, Housing, & Urban Affairs
534 Dirksen Senate Office Building
Washington, DC 20510

RE: Intermountain West MPO Perspectives on the BUILD America 250 Act

Dear Chairman Graves, Chairman Capito, Chairman Scott, Ranking Member Larsen, Ranking Member Whitehouse, and Ranking Member Warren:

Metropolitan Planning Organizations (MPOs) of the Intermountain West – Arizona, Colorado, Idaho, New Mexico, Nevada, Utah, and Washington – appreciate the leadership of the U.S. House Transportation and Infrastructure Committee in advancing the BUILD America 250 Act and laying the groundwork for the next federal surface transportation reauthorization bill. Our regions—including some of the nation's fastest-growing metropolitan areas—rely on a strong federal-state-regional-local transportation partnership to maintain mobility, support economic competitiveness, and accommodate quality of life as our areas continue to grow. Overall, we view the proposal as a strong foundation for reauthorization. The bill refines the framework established under recent transportation authorizations, preserving robust federal investment levels and advancing the valuable role that MPOs play in regional transportation planning and project development.

BUILD America 250 includes several provisions that are particularly beneficial to metropolitan regions. We would like to see the following important provisions prioritized and included in the subsequent Senate titles and final version of the bill:

- Continued support for core formula programs that provide states and MPOs with predictable funding to address regional transportation needs.
- Increases to key MPO-administered programs, including Metropolitan Planning (PL) funds and the Surface Transportation Block Grant Program (STBG). A 22% increase over 5-years in PL is a meaningful start, but those gains are somewhat offset with inflationary impacts. PL funds are the core source of federal financial support for MPOs to conduct transportation planning and are the foundation of project delivery. If it doesn't get planned, it doesn't get built.

- Preservation and enhancement of local funding set-asides within the Bridge Investment Program, and the new Surface Transportation Assistance Grant (STAG) Program, ensuring that metropolitan regions and local governments continue to have direct access to transportation funding for projects that address community priorities and regional needs.
- Continuation of the Safe Streets and Roads for All (SS4A) program, which has provided valuable resources to local governments seeking to improve transportation safety and reduce roadway fatalities.
- Improvements to the Capital Investment Grant (CIG) program, including bipartisanly supported language offered by Representative Burgess Owens (UT) that would allow for the consideration of population growth and transit-oriented planning rate when fixed-guideway projects are evaluated in the Capital Investment Grant Program. This change recognizes the realities facing rapidly growing metropolitan areas throughout the Intermountain West, and the opportunity to coordinate development and transit investment.
- Inclusion of project delivery and permitting reforms intended to streamline the efficiency of federal review processes. This is a critical theme of BA250 that provides greater predictability, reduces duplicative reviews, and accelerates project implementation while maintaining meaningful environmental stewardship, public involvement, and coordination with local and regional planning processes.

We encourage Congress to continue refining the proposal as reauthorization advances, and would ask that the following be considered:

- Additional investment in core formula programs remains warranted. Although the bill provides increases for programs such as PL and STBG, rapidly growing metropolitan regions continue to face transportation demands that outpace available resources. Greater investment in PL and STBG would provide MPOs, local governments, and states with the ability to address region-specific priorities while improving system performance and reliability.
- We remain concerned that the proposal does not meaningfully address the long-term structural challenges facing the Highway Trust Fund. While maintaining current funding levels provides near-term certainty, a sustainable revenue solution will ultimately be necessary to ensure the continued viability of the federal transportation program. We encourage Congress to examine highway formula funding fairness. Current apportionment methodologies continue to rely on outdated data that do not fully reflect the significant population growth experienced by many western states. Fast-growing regions are often required to accommodate substantial increases in travel demand before federal formula distributions fully recognize those changes. Reauthorization presents an opportunity to modernize funding formulas and better align federal investment with current population and transportation realities.
- We are monitoring the proposed Highway Block Grant Program (Sec. 1128) and other provisions that could alter the distribution of federal transportation resources. While additional flexibility can be beneficial, any new funding structure should be carefully evaluated to ensure it preserves transparency, predictability, and equitable distribution among growing states and metropolitan regions.
- We encourage considering the inclusion of advance appropriations for core transportation programs. The use of advance appropriations in the IIJA provided valuable funding certainty and helped ensure that transportation agencies could effectively deliver major infrastructure investments. This is particularly important for transit programs, which would otherwise experience a substantial reduction from IIJA funding levels despite continued growth in demand and infrastructure needs across many metropolitan regions.

As Congress continues work on surface transportation reauthorization, the MPOs of the Intermountain West look forward to partnering with federal policymakers to strengthen the bill and ensure that transportation investments support the needs of rapidly growing communities. We appreciate the committee's efforts to preserve the core federal transportation program while providing targeted improvements and look forward to continued dialogue on how best to position the nation's transportation system for the next generation of growth and opportunity.

Sincerely,

Community Planning Association of Southwest Idaho (ID)
Denver Regional Council Of Governments (CO)
Maricopa Association of Governments (AZ)
Mountainland Association of Governments (UT)
North Front Range Metropolitan Planning Organization (CO)
Pikes Peak Area Council of Governments (CO)
Pima Association of Governments (AZ)
Regional Transportation Commission of Southern Nevada (NV)
Regional Transportation Commission of Washoe County (NV)
Sacramento Area Council of Governments (CA)
Spokane Regional Transportation Council (WA)
Wasatch Front Regional Council (UT)

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

MARICOPA
ASSOCIATION of
GOVERNMENTS

MAG
Expert Resources. Enriching Lives.

North Front Range
Metropolitan
Planning
Organization

Pikes Peak Area
Council of Governments
Communities Working Together

PAG
Pima Association of Governments

RTC

RTC

SACOG
Sacramento Area
Council of
Governments

Spokane
Regional
Transportation
Council

WASATCH FRONT
REGIONAL COUNCIL