



Spokane Regional Transportation Council

Board of Directors Meeting

Thursday, 07/10/2025 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/88995178182?pwd=SFRkSIRQSHE3UIFpQ3ZFeHJvbWMxdz09>

Meeting ID: 889 9517 8182 | Passcode: 604873

By Phone 1-253-215-8782

Meeting ID: 889 9517 8182 | Passcode: 604873

Or find your local number: <https://us02web.zoom.us/j/ki0sqJNVp>

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.



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

1:15	3	Consent Agenda	
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|--|----|---|----|
| | a. | June Board Meeting Minutes | 3 |
| | b. | Vouchers Paid for the Month of June | 11 |
| | c. | Transportation Improvement Program (TIP) Amendment – July | 12 |
| | d. | CY 2025 Q2 Budget Update | 16 |
| | e. | CY 2026 Member Contributions - Approval | 19 |

1:20	4	2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists <i>(Ryan Stewart)</i>	22
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INFORMATION AND DISCUSSION ITEMS

1:35	5	Draft CY 2026 Unified List <i>(Eve McMenamy)</i>	29
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1:50	6	Horizon 2050 – Chapters 3-4 & Future Projects Overview <i>(Jason Lien)</i>	31
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2:10	7	Procurement Manual Update <i>(Greg Griffin)</i>	34
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INFORMATION: No Action or Discussion (Written reports only)

2:15	8	Executive Director’s Monthly Report <i>(Lois Bollenback)</i>	35
		• Ongoing/Upcoming Events and Activities • Transportation Funding – Awards & Opportunities • DRS-Deferred Compensation Program	

	9	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	36
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DISCUSSION

2:20	10	Board Member Comments <i>(Chair)</i>	
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2:25	11	Chair Comments	
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2:30	12	Adjournment <i>(Chair)</i>	
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Board of Directors Meeting Minutes

Thursday, June 12, 2025– 1:00 pm

1 Call to Order/ Excused Absences

Mayor Kaminskis called the meeting to order at 1:03 pm and attendance was taken.

Excused Absences:

Karl Otterstrom <i>STA</i>	Council Member Rod Higgins <i>City of Spokane Valley</i>
Doug Yost <i>Major Employer Rep.</i>	Council Member Jennifer Morton <i>City of Airway Heights</i>

Council Member Klitzke made a motion to approve excused absences. Mr. Barthels 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 Kaminskis
(Vice Chair)
City of Liberty Lake
Council Tony Harbolt
City of Medical Lake
Mayor Kevin Freeman
City of Millwood
Council Member Kitty Klitzke
City of Spokane
Daniel Clark
Kalispel Tribe
Matt Ewers
Rail/Freight Rep
Council Member Micki Harnois
Small Towns Rep.
Commissioner Mary Kuney
Spokane County
Char Kay
WSDOT-ER
Commissioner Kelly Fukai
WA State Transp. Commission

Ex-Officio Members:

Barry Greene
TTC Chair

Guests:

Wende Wilber
Kittleson
Inga Note
City of Spokane
Colin Quinn-Hurst
City of Spokane
Jeremy Clark
City of Spokane Valley
John Alder
Leann Yamamoto
Commute Smart NW
Kelley Dolan
FHWA
Brian Jennings
STA
Madeline Arredondo
STA
Erik Lowe
Joe Tortorelli

Absent Members:

Council Member
Jonathan Bingle
City of Spokane
Mayor Pam Haley
City of Spokane Valley

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Exec. Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1

Absent Members:

Commissioner Al French
Spokane County
Council Member
Cecilia Evans
Spokane Tribe



2 Public Comments

Mr. Erik Lowe from Spokane Reimagined shared remarks from a recent event with Governor Ferguson, where he asked how the North Spokane Corridor aligns with efforts to reduce vehicle miles traveled (VMT). He noted that the response provided by Representative Leonard Christian did not directly address VMT reduction. Mr. Lowe encouraged SRTC to continue emphasizing VMT reduction in the Horizon 2050 planning process, citing its importance for achieving long-term climate and safety goals.

ACTION ITEMS

3 Consent Agenda

- a. May Board of Directors Meeting Minutes
- b. Vouchers Paid for the Month of May 2025
- c. Transportation Improvement Program (TIP) Amendment – June

Council Member Klitzke made a motion to approve the Consent Agenda. Council Member Barthels seconded the motion. The motion passed unanimously.

4 2026-2027 Biennium Unified Planning Work Program and Funding Agreement

Ms. Bollenback presented the 2026–2027 Unified Planning Work Program (UPWP), which outlines the work and activities to be accomplished as part of SRTC’s funding agreement with WSDOT. It covers both state and federal funds and spans a two-year period of time. This UPWP reflects the shift to a Consolidated Grant program, which combines federal transit and highway funds into one allocation, removing the need for separate transit clauses.

Key changes in the funding agreement include raising the audit threshold to \$1 million, adding language about contract termination if funding ends, and removing references to limited English proficiency and environmental justice to align with current executive orders. Clarifications were also made around the Disadvantaged Business Enterprise (DBE) program and the added language related to the False Claims Act. Legal counsel reviewed the agreement and reported no concerns. We also conferred with other MPOs who are moving forward with adoption.

In response to agency feedback, a crosswalk table showing how federal planning factors are addressed was added as Appendix D. The draft was posted for public comment, with no comments received. Ms. Bollenback noted that both the TTC and TAC recommended adoption, and she emphasized the need to have the UPWP in place by July 1.

Council Member Barthels made a motion to approve the Resolution (R-25-13) adopting the Biennium UPWP and Funding Agreement. Council Member Klitzke seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

5 Guest Presentation: Transit Development Plan (STA)



Ms. Arredondo presented Spokane Transit Authority's draft Transit Development Plan (TDP), a state-required six-year document outlining how STA will support local and statewide transportation goals through service improvements, capital projects, and financial planning. The TDP also meets federal funding requirements and contributes to WSDOT's annual report.

A key component is the Service Improvement Program, which outlines fixed-route service changes from 2026 to 2028. These updates are shaped by financial forecasts, adopted plans like STA Moving Forward and Connect 2035, public input, and performance data. In 2026, service improvement priorities include completing STA Moving Forward projects to pilot service into northern Idaho. In 2027, efforts will focus on Mobility on Demand pilots and completing the Argonne Station Park and Ride. In 2028, changes will aim to improve service integration in Spokane Valley.

The Capital Improvement Program proposes \$495 million in infrastructure and fleet investments through 2031. These projections depend on the renewal of STA's 2016 sales tax measure by late 2028; without it, future service and capital plans would not be sustainable. The CIP also includes the federally required Program of Projects, outlining how funds will support maintenance, accessibility, and vehicle acquisitions.

Notable capital improvement projects include the Wellesley High Performance Transit (HPT) corridor between SCC and SFCC, contingent on additional state and federal funding, and the Argonne Station on the I-90/Valley HPT Corridor, which will feature upgraded boarding areas, signal improvements, pedestrian access, and coach support facilities.

The draft TDP is available online for public comment. Opportunities for input have included open houses and presentations to advisory committees and the SRTC Board. A public hearing is scheduled for June 26, with final STA Board action expected on July 24. Public comments will be accepted in person or virtually during the hearing. Comments may also be submitted in advance through the online comment form and must be received by 4:00 PM on June 25, 2025.

Council Member Barthels asked if a parking estimate was available for Argonne Station. Ms. Arredondo replied that the estimate is still in progress.

6 2027-2029 Call for Projects Preliminary Results

Mr. Stewart provided an update on the 2027-2029 Call for Projects, noting that available federal funds now total approximately \$40 million, slightly higher than the original estimate. These funds are forecasted based on annual allocations, with some uncertainty still surrounding specific programs. As previously approved by the Board, investment principles include set-asides for the Spokane Regional Transportation Management Center (\$2.78 million), SRTC planning efforts including an I-90 corridor study (\$800,000), small towns under 5,000 residents (\$1.35 million), and preservation-only projects (\$8.2 million).

Applications were due in April and were scored by a review team made up of TTC and TAC members, as well as SRTC staff. Projects were ranked based on score, funding eligibility, delivery



timelines to meet annual obligation targets, and geographic balance. Preservation conditions were verified through field reviews.

Preliminary results were presented using simplified tables for clarity. Mr. Stewart noted a request from the City of Spokane to shift funding from the Pacific Avenue Greenway Phase 2 to the Fish Lake Trail to Centennial Trail Connection Phase 2. City staff believe the Fish Lake Trail project is a better fit for this round of funding and that the Pacific Avenue project is eligible for other sources.

During the review of preservation projects, Mr. Stewart shared that 8 out of 13 applications received at least partial funding. The City of Spokane also requested reallocation from a partially funded Ray Street project to the Monroe Street project, which may be more viable given ongoing funding opportunities through the NHS Asset Management Program.

Ms. Kay inquired about the Airway Heights US 2 Phase 2 Pedestrian & Multi-Modal Enhancements project, which scored well but was not funded. Mr. Stewart explained that Phase 1 had already received \$5 million and that, to maintain regional equity, Phase 2 was not included. He also clarified that the project had exhausted the available urban large STBG funding.

Ms. McMenamy added that some top-scoring projects, such as Sullivan/Trent and US 2 Phase 1 Pedestrian and Multimodal Enhancements, still need significant additional funding. It's difficult to predict the timing of those future funding awards that will help move those projects to completion. To manage risk, staff recommend prioritizing a balance of ready-to-go projects versus projects seeking additional funding to ensure obligation targets are met annually. Meeting annual obligation targets helps position the region for additional redistributed obligation opportunities and to avoid penalties.

Ms. Bollenback asked if projects receiving outside funding later would free up dollars for others. Mr. Stewart confirmed this and noted that the Board will adopt both a final funded list and a contingency list. If additional funding becomes available, the contingency list will guide next steps.

Mr. Stewart outlined the timeline ahead: TTC will make its recommendation on June 25, and the Board is expected to take final action on July 10. Approved projects will be included in the next TIP, to be developed in August and September, followed by a public comment period ending in October.

7 VMT Reduction Framework and Comprehensive Plan Certification Process Update

Mr. Stewart introduced Ms. Wilbur from Kittelson & Associates to provide a presentation on the VMT Reduction Framework Plan, developed with WSDOT funding. He noted the plan builds on SRTC's participation in a statewide initiative to explore strategies for reducing vehicle miles traveled (VMT) as a tool to lower greenhouse gas emissions.

Ms. Wilbur explained that the project includes two parts: updating SRTC's Comprehensive Plan Review Manual and evaluating regional VMT trends and strategies. The manual update responds to recent changes in the Growth Management Act, including new requirements related to climate



resilience, ADA transition planning, equity, and multimodal level of service. It also reflects updated SEPA exemptions for infill housing, guidance from WSDOT, and a stronger emphasis on consistency with state standards for highways of statewide significance. Research into peer agencies confirmed that other MPOs are similarly revising their processes to align with these shifts.

SRTC's role in plan review will focus on whether local jurisdictions include VMT reduction strategies and maintain consistency with WSDOT level of service standards. Agencies are not required to set specific VMT targets—only to demonstrate strategies that support reductions.

To understand future trends, three scenarios were modeled. Under a business-as-usual forecast, VMT per capita increases modestly from 17.16 in 2023 to 17.62 by 2050. A second scenario aligned with WSDOT's statewide goal projects a steep drop to 11.8 by 2050, which is unlikely to be feasible for Spokane County's urban-rural mix. A third scenario based on Horizon 2050 growth forecasts results in a VMT per capita of 19.8 by 2050, reflecting population and employment increases.

Data limitations remain a challenge. Although Replica data was reviewed, SRTC will continue relying on the federally maintained Highway Performance Monitoring System (HPMS) for consistency with state and peer agency practices.

Ms. Wilbur highlighted that the most effective strategies to reduce VMT include continued investment in transit, pedestrian and bicycle infrastructure, and compact land use. Additional strategies such as commuter benefits, parking reforms, and road pricing may have a smaller impact, especially in less dense areas. Rural communities will require tailored approaches such as broadband expansion, telecommuting options, and specialized transit services.

The final plan is expected by June 24, with input from WSDOT, STA, and the City of Spokane still being incorporated. The plan will go before the TAC and TTC in August for recommendation, with Board adoption anticipated in September.

8 Horizon 2050 – Project Bucket Scenarios

Mr. Lien provided an update on the Horizon 2050 project bucket scenarios, which focus on developing a fiscally constrained long-range transportation plan guided by a \$14 billion revenue forecast through 2050. The plan organizes funding into four categories: regionally significant projects, program areas, preservation, and operations and maintenance. As with Horizon 2045, most of the funding is expected to support system preservation and maintenance, while the remaining share will go toward capital investments.

He outlined three scenarios for how the funding could be allocated. All scenarios incorporate updates to the list of regionally significant projects. The first scenario keeps the current funding proportions mostly intact, minimizing disruption. The second reflects input from the public and board feedback by increasing investment in areas like safety, planning, and transportation demand management, with small reductions in other areas to balance the changes. The third explores shifting more resources toward preservation and operations, based on growing needs in those areas.



Several board members offered input. Ms. Kay asked whether the safety and security category could receive more than the proposed 7 percent, noting regional safety concerns and suggesting a stronger policy focus. Mr. Lien acknowledged the overlap between project categories and the challenge of clearly separating safety components from broader capital projects. Council Member Klitzke asked whether the public survey accounted for the varying costs of different project types. Mr. Lien explained that participants were given category descriptions and baseline funding levels but were not shown project costs due to wide variability. Ms. Bollenback added that while funding across categories must total 100 percent, flexibility varies, especially for federal transit funds, which cannot easily be reallocated.

Mr. Lien then reviewed proposed changes to the regionally significant project list. Several completed projects from Horizon 2045, including parts of Bigelow Gulch, the Central City Line, and the NSC to the Spokane River, will be removed. The Pines Road/BNSF grade separation will also be moved to the committed project list, as it is fully funded and under construction. Whistalks Way, which no longer involves capacity increases, will be shifted to the road capital program area. Additional updates include moving the next NSC segment into the short-term list and adding three new short-term projects: Harvard Road reconstruction, the I-90 Valley High Performance Transit project, and Sprague Avenue reconstruction in downtown Spokane.

Ms. Kay asked whether improvements tied to US-195 and the US-2/West Plains area were considered regionally significant. Mr. Lien confirmed that the US-195/I-90 bundle remains in the long-term list. Ms. Bollenback noted that as funding arrives over time, projects may shift between the short- and long-term lists depending on readiness and available resources. She also added that including named projects in the regionally significant list can improve competitiveness for federal grants. Ms. Kay emphasized that some local improvements—like those supporting US-2—provide significant benefits to state corridors and should be considered in the same light.

For the long-term list, Mr. Lien noted that most projects from Horizon 2045 will carry forward. A few updates were proposed: Park Road/BNSF grade separation, which now faces constructability issues, will be moved to the unfunded need list. The Argonne Park and Ride, now part of a larger transit project, will be consolidated accordingly. Two new long-term additions include the Craig Road/I-90 Four Lakes connection and the Harvard Road/BNSF grade separation in Otis Orchards.

He also shared examples of important projects within the program areas, including regional trail improvements, US-2 multimodal enhancements, road corridor upgrades, high-performance transit projects, and investments in traffic management and communication systems. These may not meet the definition of regionally significant but remain critical to the region's transportation network.

Looking ahead, final revenue forecasts will incorporate updated gas tax projections and remaining data from one partner jurisdiction. SRTC is also modeling a scenario that assumes reduced federal funding after 2027 to account for national uncertainties, which could reduce available revenue by \$125 to \$250 million. Updated project cost estimates are underway,



especially for those still missing figures. The next phase of work will focus on finalizing allocations across the four funding categories, ensuring the overall budget remains balanced.

The Draft Horizon 2050 document will be released in September, followed by committee recommendations in October and Board action in November. Chapters 3 and 4 will be shared next month, detailing investment strategies and project prioritization.

9 Horizon 2050 – Chapters 1 & 2 Overview

Mr. Kloskey explained the four basic chapters comprising the Horizon 2050 plan and presented an overview of Chapters 1 and 2. Chapter 1 outlines SRTC's role in the region and highlights what makes Spokane unique, both geographically and demographically. Chapter 2 focuses on current conditions, with updates to commuting trends, pavement conditions, and regional demographics. Notably, two-thirds of households now have one or two people. Updated indicators of potential disadvantages will help guide funding decisions for programs like the Unified List and Call for Projects.

Transportation mode data has been refreshed, including active transportation counts, STA transit data, and updates to freight and passenger rail. The rail section highlights short-line operations like WSDOT's Palouse and Coulee City line, as well as regional efforts like the proposed Big Sky North Coast Corridor, a daylight passenger rail connection between Spokane, the Midwest, and Seattle. The Regional Infrastructure Accelerator program continues to support project delivery with technical and financial assistance.

A major update in Chapter 2 is the analysis of regional activity centers. Using a blend of employment, population, trips, land use, traffic, transit, and freight data, activity levels were mapped into 80-acre hexagonal bins and verified with ground-truthing. Centers are categorized by type, including special-use sites like the VA Hospital and local colleges, which show high activity despite being geographically isolated.

Transportation Demand Management updates reflect input from 101 employers, showing that the CTR program reduces an estimated 850,000 vehicle miles and 785,000 tons of air pollution per week. Challenges remain around jurisdictional boundaries that limit seamless commute options.

An overview of Chapters 3 and 4 will follow in July, with a full draft of Horizon 2050 expected in September.

During the discussion, Ms. Kay raised concern that the US 195 corridor—despite rapid residential growth—did not appear as a regional activity center and asked how needs in those areas are being captured if not reflected in the map. Mr. Kloskey explained that activity centers are just one factor in the funding processes, and the Call for Projects includes scoring for projects that support access to centers, not just those within them. Ms. McMenamy added that residential density is also scored separately, and employment is the key focus of the activity centers analysis. Ms. Kay noted the importance of weighting and how missing data could affect evaluation. Mr. Kloskey acknowledged that employment was the heaviest weight in this round but said feedback is welcome. Ms.



Bollenback added that this is one layer in a broader dataset, and more details will be included as the plan develops.

10 2025 SS4A Grant Application – Proposal

Mr. Kloskey provided an overview of SRTC’s plan to pursue a Safe Streets and Roads for All (SS4A) grant to support regional safety efforts. The proposal includes using AI-enabled camera technology to collect data on near-misses, red light violations, and other traffic safety issues along the High Injury Network and surrounding corridors. Vendors like DERQ are being considered to produce data and video tools to support grant applications and communicate safety needs to decision-makers.

This effort would supplement existing data to help secure funding through programs like SS4A and Main Street Highways. Installation approaches could vary by vendor and include full deployment or coordination with local public works.

Council Member Klitzke asked if the camera installations would be permanent. Mr. Kloskey said that it depends on the vendor and final project scope. The initiative is expected to span five years, with the first focused on vendor selection and site planning. He added that SRTC will ensure agencies retain access to the data and avoid any liability concerns.

Mayor Kaminskas shared that Liberty Lake uses a subscription-based camera system, which includes hardware replacement and ongoing data access. She noted this model works well for cities with limited staff or resources.

Ms. Bollenback reminded the group that SRTC Board policy requires Board support before submitting any grant application. Mayor Kaminskas asked if anyone opposed moving forward. Hearing no objection, she recognized the board’s consensus to proceed with a grant application for funding.

11 Executive Director’s Report

No questions or comments.

12 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

13 Board Member Comments

No comments.

14 Chair Comments

No comments. The meeting was adjourned at 2:52 p.m.



VOUCHERS PAID FOR THE MONTH OF JUNE 2025

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
6/13/25	V122683	Adventures in Advertising	New staff SRTC logo apparel	221.87
	V122684	Intermax Networks	VOIP telecom June 2025	243.36
	V122685	Lois Bollenback	Reimburse LB mileage/parking 1/15/25 to 5/30/25	191.08
	V122686	Cycrest Systems	Managed IT Services - Mnthly May; SaaS Security	1,593.38
	V122687	WA State Dept of Retirement	Employee and Employer Contributions: May 2025	14,344.53
	V122688	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - April 2025	158.00
	V122689	Washintgon Trust Bank	Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnrs	2,101.42
	V122690	Greater Spokane Valley Chamber	Membership renewal thru 2026	499.00
	V122691	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-12	677.00
	V122692	Kittelston & Associates	Regional Needs Assessment 4/01/25-4/30/25	26,151.77
	V122693	Rehn & Associates	Admin fee May '25	75.00
	V122694	The Woodshop LLC	Website Hosting one year	449.00
	V122695	Spokesman Review	Public Notice for CMP & UPWP Public Comment Period	82.86
	V122696	EMLVO P.C.	April legal svcs: Board mtg	975.00
6/25/25	V122697	ESRI	ArcGIS online block of credits thru 7/18/26	392.76
	V122698	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-13	677.00
	V122699	Kittelston & Associates	SVMT Reduction Targets 4/01/25 - 4/30/25	18,814.68
	V122700	AWC Employee Benefit Trust	July '25 Benefit Insurance Premiums	10,971.22
	V122701	The Fig Tree	Advertising in Community Resource Directory 2025/26	125.00
	V122702	Comcast	Fiber Services, July 2025	233.53
	V122703	Kittelston & Associates	Travel Demand Model revisions 4/1/25-4/30/25	7,729.23
	V122704	Lois Bollenback	Reimburse LB registration, airfare, lodging, perdiar for NARC conf Sea 6/8-1:	2,074.86
	V122705	Cycrest Systems	Eqpt for wifi emitter suite 504; new battery backup power in eqpt rack moun	1,201.21
	V122706	Kittelston & Associates	SVMT Reduction Targets 5/01/25 - 5/31/25	46,284.05
	V122707	Diamond Plaza LLC	Office lease July 2025	5,916.00

Vouchers:	V122683 - V122707	142,182.81
Reimbursement(s)	Travel Model software reimburse CoSp<\$3,377.74>; KMPO <\$3,121.20>	(4,698.94)
Salaries/Benefits	Pay Periods Ending: 6/7/25 & 6/21/25	88,062.06
Spokane County Treasury	Monthly SCIP fee - May 2025	23.53
		225,569.46

As of 7/10/25, the Spokane Regional Transportation Council Board of Directors approves the payment of the June 2025 vouchers included in the list in the amount of: **\$225,569.46**



To: SRTC Board of Directors
From: Ryan Stewart, Principal Transportation Planner
Topic: Transportation Improvement Program (TIP) Amendment - July

Requested Action:

Approve Resolution R-25-14 adopting the July 2025 amendment to the CY 2025-2028 TIP.

Key Points:

There is one project included in the July amendment to the CY 2025-2028 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY

City of Spokane Valley

PROJECT

South Barker Road Corridor (I-90 to Appleway)

Board/Committee Discussions:

The TAC and TTC at their 06/25/25 meetings both unanimously recommended Board approval of the July 2025 amendment to the CY 2025-2028 TIP.

Public Involvement:

The proposed July amendment was published for a public review and comment period from 06/16/25 through 06/25/25. On 06/16/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. No public comments were received about the July TIP amendment.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370



Topic: CY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT - JULY

Key Points:

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed July amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the July amendment will be incorporated into the STIP on or around 08/16/2025.



2025-2028 Transportation Improvement Program

July Amendment (25-07)

Agency	Project Title	Funding Adjustment	
WA STIP ID#	Amendment Description		
City of Spokane Valley WA-16495	South Barker Road Corridor (I-90 to Appleway) (New) Reconstruct a quarter-mile section of South Barker Road between Interstate 90 and East Appleway Avenue as an urban section with two southbound through lanes, two northbound through lanes, and a sidewalk on both sides.	Federal	\$1,516,525
		(DEMO)	
		State	\$0
		Local	\$236,683
		Total	\$1,753,208

DEMO = Congressionally Directed Spending



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-14

ADOPTING THE JULY 2025 AMENDMENT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

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 2025-2028 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 2025-2028 TIP on 10/10/2024.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby amend the 2025-2028 Transportation Improvement Program with the July 2025 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Attachment 1.

ADOPTED: 07/10/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Council Member Rod Higgins
City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: CY 2025 Q2 Budget Report

Requested Action:

Approval of the CY 2025 Q2 Budget Report.

Key Points:

- SRTC develops an annual budget outlining the anticipated revenues and expenditures for the upcoming year. SRTC reports on a cash basis, which provides a snapshot in time of the agency's revenues and expenditures.
- SRTC staff reports quarterly to the Board of Directors on revenue and expenditure for the preceding quarter and year-to-date.
- SRTC began CY 2025 with a cash balance of \$557,060 and ended the second quarter of 2025 with a balance of \$936,141. Cash balances are typically higher early in the calendar year due to an influx of member contributions, which are used throughout the year as matching funds for grants.
- Due to timing, the revenues portion includes funds received in CY 2025 that were for expenditures made near the end of CY 2024. Federal/State planning and project grant reimbursements of \$431,404 receipted in early 2025 were funds anticipated to be reimbursed in 2024 (November 2024 UPWP billing and final D.A.T.A. project reimbursement) and accounts for a portion of the cash balance increase in 2025. The CY 2025 - Second Quarter Budget Report - Summary (see Attachment) provides a comparison of the adopted CY 2025 budget and a summary for the Second Quarter (Q2) of actual 2025 revenues and expenditures, as well as a column showing 2024 year-to-date revenues/expenses for comparative purposes.
- See Supporting Information attachment for additional details of the CY 2025 Second Quarter Budget Report.

Board/Committee Discussions:

The CY 2025 Budget was approved by the Board on 10/10/24.

Public Involvement:

All meetings at which the CY 2025 Budget and/or quarterly budget reports are presented to the Board are open to the public.

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



Topic: CY 2025 Q2 Budget Update

Revenues:

- Through the second quarter (50% of Calendar Year) of CY 2025 (January – June), SRTC collected \$1,657,101; 60% of the anticipated revenues for the year.
- Local Member Contributions through the end of June 30, 2025, are 99% of the budgeted amount.
- Revenues (\$1,657,101) in Q2 include \$431,404 in grant reimbursements from November 2024 activity. WA Department of Commerce grant funds of \$135,876 for the ETS charging stations project were received in January 2025.

Expenditures:

Through the second quarter of CY 2025, SRTC spent \$1,278,020, or 35% of total anticipated expenditures for the year, as follows:

- **Personnel Expenditures:** Total personnel expenditures were \$705,577 through Q2, or 44% of the CY 2025 budget amount.
- **Contractual and Professional Services:** Total service expenditures were \$456,486 year-to-date, or 27% of the total budget amount. Professional Services - ETS Grant Work is a pass-through funding for the installation of charging stations throughout the region.
- **Materials and Services:** Total materials and services expenditures were \$47,587 year-to-date, or 37% of the total budget amount. A substantial portion of the SRTC Outreach and Education program supplies for CY 2025 were purchased in Q1. Bike Map printing in Q2 was a substantial portion of the 2025 Printing budget. Property and Liability Insurance will be paid later in the year.
- **Travel, Training, and Staff Development (includes Subscriptions/Memberships):** Total expenditures were \$21,444 through Q2, or 34% of the total budgeted amount. This category continues to be impacted by the move to online conferences, training sessions, etc. It is anticipated that there will be increased travel and conference attendance in the remainder of this year.
- **IT Operations:** Total expenditures were \$46,926 through Q2, or 42% of the total budgeted amount. Software expense is a timing issue as ESRI/GIS 2025 subscription/maintenance was paid in Q1 and makes up approximately 50% of the 2025 Software budget.



SRTC CY 2025, Report through June 30, 2025

	CY 2025 Budget	CY 2025			CY 2024 Year-to- Date	CY 2025 % of Budget
		1st Qtr	2nd Qtr	Year-to- Date		
REVENUES						
SRTC Cash Balance 12/31/24				557,060		
FHWA PL (Fed Planning Funds)	880,095	278,759	117,390	396,149	195,336	45%
FTA (Federal Section 5303 Funds)	408,228	85,783	35,700	121,483	60,829	30%
STBG Planning Funds (+ STBG D.A.T.A. CY 2024)	500,000	305,205	308,364	613,569	418,844	123%
Designated Grant-SS4A Edu Grant (+SS4A Safety2I	-	180	-	180	93,258	0%
RTPO (State Planning Funds)	144,651	61,101	674	61,776	71,985	43%
V.M.T. (Vehicle Miles Traveled) Study Funds	95,000	6,890	28,773	35,664	-	38%
Designated Grants (Commerce - ETS)	1,300,000	135,876	-	135,876	311,297	10%
Local Member Contributions	280,192	278,736	-	278,736	276,299	99%
SRTC Cash reserve(suite 500 changes & contingent	25,000	-	-	-	-	0%
Spokane County Treasury Interest	30,000	7,915	5,754	13,668	17,107	46%
TOTAL REVENUES (Received in 2025)	3,663,166	1,160,445	496,655	1,657,101	1,444,956	60%
EXPENDITURES						
Personnel						
Salaries	1,194,875	252,729	288,104	540,833	552,983	45%
Accrued Leave Payouts \ Unemployment	15,000	1,199	1,540	2,740	-	18%
FICA	92,555	19,522	21,324	40,846	42,528	44%
WA State Retirement System	109,491	25,211	23,337	48,548	51,492	44%
Insurance / Benefits	203,440	36,095	36,515	72,610	80,556	36%
Total Personnel	1,615,361	334,757	370,821	705,577	727,560	44%
Contractual and Professional Services						
Legal Services	25,000	2,375	2,025	4,400	7,265	18%
Consultants & Professional Svcs	5,800	1,324	1,110	2,435	1,041	42%
State Audit Charges	22,000	-	-	-	128	0%
Consultant Services & MTP Update	222,500	88,530	123,941	212,471	-	95%
Consultant Services & TIP Database	16,550	-	-	-	-	0%
Consultant Services & Strategic Plan	30,000	-	-	-	-	0%
SS4A Education	-	-	-	-	159,622	0%
Professional Services - ETS Grant Work	1,300,000	135,876	-	135,876	311,297	10%
Consultant Services & V.M.T.	95,000	23,402	77,902	101,304	-	107%
Total Contractual and Professional Services	1,716,850	251,507	204,979	456,486	479,353	27%
Materials and Services						
Publications	500	43	65	108	108	22%
Postage	400	2	95	97	10	24%
Operating Supplies	7,000	4,496	894	5,390	1,692	77%
Minor Furniture/Equipment	5,150	-	313	313	365	6%
Telephone	4,980	1,126	1,356	2,482	1,874	50%
Advertising	5,550	347	1,248	1,595	1,220	29%
Rent - Office Space	68,000	17,400	11,716	29,116	33,895	43%
Rent - Meeting Rooms	500	-	-	-	-	0%
Lease - Copier (and usage charges)	2,670	598	400	998	1,100	37%
Property and Liability Insurance	22,000	-	-	-	-	0%
Printing	8,000	617	6,766	7,383	350	92%
Interfund Charges County Treasurer (Fees)	5,110	56	49	104	162	2%
Total Materials and Services	129,860	24,684	22,903	47,587	40,777	37%
Travel, Training, and Staff Development						
Mileage & Parking	2,400	570	635	1,206	529	50%
Travel / Training (Staff)	42,700	4,153	10,701	14,853	10,557	35%
Educational Speaker Series	5,000	-	-	-	-	0%
Board/Staff Retreats, Facilitators, Food	3,700	94	463	557	979	15%
Dues, Subscriptions, and Memberships	10,125	3,441	1,386	4,827	3,888	48%
Total Travel, Training, and Staff Development	63,925	8,258	13,186	21,444	15,953	34%
IT Operations						
IT Professional Svcs	36,300	5,777	4,780	10,556	13,854	29%
Software	44,020	20,785	7,673	28,457	39,089	65%
Hardware - New and Replacement; Repairs/Main	18,500	44	4,071	4,114	1,797	22%
Online Services	13,350	1,512	2,287	3,799	7,324	28%
Total IT Services	112,170	28,117	18,809	46,926	62,063	42%
Contingency	25,000	-	-	-	-	-
TOTAL EXPENDITURES (Paid in 2025)	3,663,166	647,323	630,697	1,278,020	1,325,706	35%
CASH BALANCE 6/30/25				936,141	991,164	



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: CY 2026 Member Contributions - Approval

Requested Action:

Approval of Resolution R-25-15 Establishing Member Financial Contribution Rates for the Calendar Year 2026 Budget.

Key Points:

- Per the 2021 SRTC Interlocal Agreement (ILA), SRTC member contributions are set using a per capita rate and based on population estimates provided by the Washington State Office of Financial Management (OFM), excepting STA, WSDOT, Kalispel and Spokane Tribes whose contributions are a fixed non-population-based amount. It is SRTC Board policy that Spokane County's annual member financial contribution mirror that of the City of Spokane member contribution amount based on City of Spokane population.
- The current member financial contribution rate is \$0.30 per capita. STA, WSDOT & the Tribes have a set contribution rate.
- Member financial contributions over the past ten years have ranged between 8.5% to 14.2% of the SRTC budget. Membership contributions (local funds) are an imperative part of the budget as they serve as the required match for federal grant funds as well as for the funding source for a small portion of the budget that are not grant eligible expenditures. A draft CY 2026 budget will be presented to the Board at the monthly Board meeting in September.
- SRTC has also used contributions from members to sustain an operating reserve, as federal and state grants funds operate on a reimbursement basis.
- See the **Attachment** for additional details for the 2026 Member Financial Contributions.
- Once approved by the SRTC Board, notification will be provided to each member government for review and use in their respective budgeting process and will be used by SRTC in developing their CY 2026 budget.

Board/Committee Discussions:

This is the first time this topic has been discussed by the Board.

Public Involvement:

All meetings of the Board and Committees are noticed and open to the public.

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

**AGENDA ITEM 3e
ATTACHMENT**

2026 SRTC Member Contributions

Agency	April 1, 2024 OFM Population Estimate	2025 Contribution	April 1, 2025 OFM Population Estimate ²	2026 Contribution w/ new pop. Figures 3	Population % increase from 2024 to 2025	Population % of Total	Total Contribution % increase 2025 to 2026
Airway Heights	12,070	\$ 3,621	12,120	\$ -	0.41%	2.14%	-100.0%
Cheney	13,150	\$ 3,945	13,180	\$ -	0.23%	2.33%	-100.0%
Deer Park	5,100	\$ 1,530	5,135	\$ -	0.69%	0.91%	-100.0%
Fairfield	600	\$ 180	600	\$ -	0.00%	0.11%	-100.0%
Latah	185	\$ 56	185	\$ -	0.00%	0.03%	-100.0%
Liberty Lake	13,870	\$ 4,161	14,110	\$ -	1.73%	2.49%	-100.0%
Medical Lake	4,835	\$ 1,451	4,900	\$ -	1.34%	0.87%	-100.0%
Millwood	1,925	\$ 578	1,925	\$ -	0.00%	0.34%	-100.0%
Rockford	605	\$ 182	620	\$ -	2.48%	0.11%	-100.0%
Spangle	285	\$ 86	285	\$ -	0.00%	0.05%	-100.0%
Spokane ¹	233,000	\$ 69,900	234,700	\$ -	0.73%	41.47%	-100.0%
Spokane County ¹	164,850	\$ 69,900	167,915	\$ -	1.86%	29.67%	-100.0%
Spokane Valley	108,800	\$ 32,640	110,200	\$ -	1.29%	19.47%	-100.0%
Waverly	125	\$ 38	125	\$ -	0.00%	0.02%	-100.0%
City and County Subtotal	559,400	\$ 188,268	566,000	\$ -	1.18%	100%	-100.0%

Kalispel Tribe of Indians		1,400		1,400			-
Spokane Transit		58,706		58,706			0.0%
Spokane Tribe of Indians		1,400		1,400			-
WSDOT		30,418		30,418			0.0%
Transportation Agency Subtotal		\$ 91,924		\$ 91,924			0.0%

GRAND TOTAL		\$ 280,192		\$ 91,924			-67.2%
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¹ The SRTC Board policy is for Spokane County contribution to match the City of Spokane contribution each year.

² Based on the State of Washington's Office of Financial Management's April 1, 2025 estimated population figures.

³ Member contributions calculated on population remains at 30 cents per capita.



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-15

CY 2026 Member Contributions - Approval

WHEREAS, the Spokane Regional Transportation Council Board (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 responsible for agency policy decisions;

WHEREAS, the Section 7b of the 2021 SRTC Interlocal Agreement specifies “Upon approval of the annual SRTC budget by the Parties, each funding Party shall submit its financial contribution to SRTC on or before January 20 of the new budget year” and on 08/12/2021 the Board approved a member contribution rate of \$0.30 per capita;

NOW, THEREFORE BE IT RESOLVED, that SRTC Board approves the 2026 Member Financial Contribution amounts be utilized for the calendar year 2026 budget.

ADOPTED: 07/10/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Rod Higgins
Council Member, City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Ryan Stewart, Principal Transportation Planner
Topic: 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists

Requested Action:

Approve Resolution R-25-16 adopting the 2027-2029 Call for Projects Final Awards and Contingency Lists.

Key Points:

- On 02/13/25, the SRTC Board approved the 2027-2029 Call for Projects principles of investment.
- The Call for Projects was released on 02/14/25 and applications were due on 04/04/25.
- Forty-four applications were received, 13 of which were for preservation projects.
- A scoring team comprised of TAC and TTC members as well as SRTC staff finished evaluating the applications.
- Approximately \$40 million is available for funding.
- The final programming provided in **Attachment 1** took into consideration fully funding requested amounts by ranking, eligibility by type of funding, project delivery to meet annual obligation targets, and geographic distribution of funds.
- The remaining partially funded and unfunded projects are listed in **Attachment 2**. If additional funding is received or returned, that contingency funding may be applied to the projects on the approved Contingency Lists with Board approval per TIP Guidebook Policy 4.7.
- Feedback from the TIP working group and the committees was requested to help inform the final recommendation to the SRTC Board.
- For more information on the 2027-2029 Call for Projects, please see the **Supporting Information**.

Board/Committee Discussions:

Both the TAC and TTC at their 06/25/25 meetings unanimously recommended Board approval of the 2027-2029 Call for Projects Final Awards and Contingency Lists.

Public Involvement:

The Call for Projects preliminary results were presented at the 06/12/25 Board meeting. The information was also presented to the TAC and TTC at the 05/28/25 and 06/25/25 committee meetings. All Board and committee meetings are open to the public. Projects receiving funding will be incorporated into the TIP, which is updated annually and includes a 30-day public comment period.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370



Topic: 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists

Key Points:

- The SRTC Board approved the release of the 2027-2029 Call for Projects on 02/14/25 for the following funding types:
 - [Surface Transportation Block Grant \(STBG\) program](#)
 - [Congestion Mitigation & Air Quality \(CMAQ\) program](#)
 - [STBG Set-Aside](#)
 - [Carbon Reduction Program \(CRP\)](#)
- Based on recently received final allocations for 2025, there is approximately \$40 million available for the Call for Projects for the years 2027-2029.
- The 2027-2029 Call for Projects Principles of Investment are as follows:
 - Off-the-top request from the Spokane Regional Transportation Management Center (SRTMC) Executive Board in the amount of \$2,784,670 distributed over three years for operations; and
 - Off-the-top request from the Spokane Regional Transportation Council (SRTC) Executive Director in the amount of \$1,500,000 distributed over three years for transportation planning; and
 - Off-the-top request from the Spokane Regional Transportation Council (SRTC) Executive Director in the amount of \$800,000 to conduct a comprehensive study of I-90 to better understand, communicate, and position for funding the long-term needs of the corridor; and
 - A minimum amount of \$1,350,000 of flexible funding to be awarded to small towns under 5,000 population to address transportation needs; and
 - A set-aside amount of \$8,200,000 for preservation projects:
 - Limit preservation project applications to include grind and overlays, chip seals, and other sealant projects
 - Limit preservation awards to \$1,350,000 per application and \$2,700,000 per agency.

SRTC 2027-2029 Program of Projects - Main (Final Awards)

Agency	Project Name	Final Score as	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane Valley	Sullivan/Trent Interchange	92%	\$5,000,000	CN	\$5,000,000
Spokane	Division Street Active Transportation Projects	89%	\$2,102,926	CN	\$2,102,926
Airway Heights	US 2 Phase I Pedestrian & Multi-Modal Enhancements	88%	\$5,000,000	CN	\$5,000,000
Spokane	Centennial Trail Enhancement - Center St to Boulder Beach	86%	\$266,000	PE	\$266,000
Spokane	Latah Bridge Rehabilitation (Design only)	85%	\$2,780,000	PE	\$2,780,000
Spokane	Fish Lake Trail to Centennial Trail Connection Phase 2	80%	\$5,609,626	CN	\$4,705,203
Spokane Transit	Wellesley High Performance Transit (HPT) Design & Engineering	78%	\$630,000	PE	\$630,000
Spokane County	Harvard Road Intersection Improvement	78%	\$1,379,700	CN	\$484,945
Spokane Transit	Airway Heights High Performance Transit (HPT) Corridor Planning	77%	\$550,000	PL	\$550,000
Spokane Valley	Appleway Trail & Stormwater (Farr Rd Dishman Mica)	77%	\$930,591	CN	\$930,591
Spokane County	Craig Road and Thorpe Road Realignment	63%	\$2,324,100	CN	\$2,324,100
Commute Smart NW	Commute Smart - Advancing and Connecting TDM, CTR and Communities	56%	\$1,150,706	PE	\$980,557
Fairfield	Prairie View Road Sidewalk Project	34%	\$499,600	CN	\$499,600

Legend:

	Fully Funded
	Partial Funding

SRTC 2027-2029 Program of Projects - Preservation (Final Awards)

Agency	Project Name	Final Score as %	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane	Ash St. - Boone St. to Northwest Blvd. Grind & Overlay	95%	\$1,019,567	CN	\$1,019,567
Spokane Valley	Sprague Preservation (Phase 2 - University to Bowdish)	95%	\$1,350,000	CN	\$1,350,000
Spokane	Mission Ave. - Napa St. to Greene St. Grind & Overlay	92%	\$1,145,639	CN	\$1,145,639
Spokane	Monroe St. – Maxwell Ave. to Indiana Ave. Grind & Overlay	90%	\$955,591	CN	\$534,794
Liberty Lake	N Molter Rd Overlay	78%	\$1,109,183	CN	\$1,109,183
Spokane County	Aero Road Preservation	76%	\$1,350,000	CN	\$1,350,000
Cheney	Salnave Road Preservation Project	54%	\$1,241,100	CN	\$716,009
Spokane County	Staley Road Preservation	45%	\$1,350,000	CN	\$1,350,000

Legend:

	Fully Funded
	Partial Funding

SRTC 2027-2029 Program of Projects - Main (Contingency List)

Agency	Project Name	Final Score as	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Airway Heights	US 2 Phase II Pedestrian & Multi-Modal Enhancements	87%	\$5,000,000	CN	\$0
Spokane	Spokane Falls Blvd Reconstruction - Post to Division	83%	\$12,117,000	CN	\$0
Spokane	Pacific Avenue Neighborhood Greenway, Phase 2	82%	\$4,705,203	CN	\$0
Spokane	Fish Lake Trail to Centennial Trail Connection Phase 2	80%	\$5,609,626	CN	\$4,705,203
Spokane Valley	Argonne Concrete Reconstruction (Indiana to Montgomery)	78%	\$1,999,870	CN	\$0
Spokane County	Harvard Road Intersection Improvement	78%	\$1,379,700	CN	\$484,945
Spokane	37th @ Ray St & Freya St (Design Only)	75%	\$482,973	PE	\$0
Spokane County	Hastings Road Reconstruction	74%	\$4,044,700	CN	\$0
Spokane Valley	Barker Road & 4th Avenue Roundabout	72%	\$2,277,962	CN	\$0
Spokane	Inland Empire Way Connection - Northbound Only	70%	\$7,195,637	PE, RW, CN	\$0
Spokane County	Argonne Road & Upriver Drive Intersection Improvements	69%	\$7,075,700	CN	\$0
Spokane	Freya St Rebuild - Wellesley to Rowan (PE/ROW Only)	66%	\$2,431,692	PE, RW	\$0
Spokane Valley	Arterial Crossings on Valleyway	66%	\$648,460	CN	\$0
Spokane County	Nevada Street Reconstruction	63%	\$2,762,100	CN	\$0
Spokane County	Upriver Drive Active Transportation	62%	\$2,873,500	CN	\$0
Spokane County	Centennial Trail Improvements	59%	\$3,180,000	CN	\$0
Spokane Valley	Sprague-Appleway ITS (Sullivan to Barker)	57%	\$564,704	CN	\$0
Commute Smart NW	Commute Smart - Advancing and Connecting TDM, CTR and Communities	56%	\$1,150,706	PE	\$980,557
Deer Park	N Colville Road Reconstruction, Third Street to North City Limits	53%	\$1,472,680	CN	\$0
Spokane County	Glenrose Road Reconstruction	49%	\$4,430,500	CN	\$0
Spokane County	Saltse Road Reconstruction	34%	\$2,637,400	CN	\$0

Legend:

	Unfunded
	Partial Funding

SRTC 2027-2029 Program of Projects - Preservation (Contingency List)

Agency	Project Name	Final Score as %	Amount Requested	Project Phase(s)	Total Award for 2027-2029
Spokane	Ray St. - 18th Ave. to 29th Ave. Grind & Overlay	92%	\$1,219,474	CN	\$0
Spokane	Monroe St. - Maxwell Ave. to Indiana Ave. Grind & Overlay	90%	\$955,591	CN	\$534,794
Spokane	Sprague Ave. - Stone St. to Freya St. Grind & Overlay	89%	\$1,350,000	CN	\$0
Spokane	29th Ave. - High Dr. to Grand Blvd. Grind & Overlay	86%	\$1,350,000	CN	\$0
Spokane	Crestline St. Illinois Ave. to Francis Ave. Chip Seal	84%	\$1,350,000	CN	\$0
Spokane Valley	32nd Preservation (Pines to SR27)	75%	\$1,350,000	CN	\$0
Cheney	Salnave Road Preservation Project	54%	\$1,241,100	CN	\$716,009

Legend:

	Unfunded
	Partial Funding



RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-25-16

ADOPTING THE 2027-2029 CALL FOR PROJECTS FINAL AWARDS AND CONTINGENCY LISTS

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, SRTC is responsible for selecting projects for regional allocations of Federal Highway Administration (FHWA) funds including Surface Transportation Block Grant Program (STBG), Congestion Mitigation Air Quality (CMAQ), Carbon Reduction Program (CRP), and STBG Set Aside program.

WHEREAS, the SRTC Board approved the release of the 2027-2029 Call for Projects and the Principles of Investment on 02/13/25.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby adopt the 2027-2029 Call for Projects Final Awards and Contingency Lists as documented in Attachment 1 and Attachment 2.

ADOPTED: 07/10/2025

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Council Member Rod Higgins
City of Spokane Valley
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: David Fletcher, Principal Transportation Planner
Topic: Draft CY 2026 Unified List

Requested Action:

None. For information and discussion.

Key Points:

- The SRTC Unified List serves as a strategic tool to communicate current regional transportation priorities to state legislators and Congressional representatives for potential funding opportunities. SRTC is committed to updating the Unified List annually.
- Due to the Horizon 2050 Metropolitan Transportation Plan update, the SRTC Board approved an expedited process for developing the CY 2026 Unified List at its 03/13/2025 meeting.
- Under the expedited process, agencies were only required to submit forms for new projects not included in the CY 2025 Unified List. However, agencies could submit updated forms for existing projects to reflect changes in cost, funding, scope, or other relevant details.
- In total, agencies submitted five new projects for potential inclusion in the CY 2026 Unified List, along with updated information for six existing projects already in the list.
- The Draft CY 2026 Unified List is provided as an **Attachment**.

Board/Committee Discussions:

The Draft CY 2026 Unified List was reviewed by the TTC and TAC at their 06/25/2025 meetings. The SRTC Board approved Resolution R-25-08, outlining The CY 2026 SRTC Unified List Development Process and Project Evaluation Criteria, at its 03/13/2025 meeting following recommendations from the TTC and TAC at their 02/26/2025 meetings.

Public Involvement:

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

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

2026 Unified List of Regional Transportation Priorities **DRAFT**

Title	Lead Agency	Project Status	Total Cost	Unfunded Amount	2026 Federal Request	2026 State Request	Total Score	Econ Score	C&L Score	Stwrdr Score	OMP Score	Safety Score	QoL Score	Equity Score
Spotted Rd & Airport Dr Safety & Multimodal Improvements	SIA	Implementation	\$37.2 Million	\$5.0 Million	None	\$5.0 Million	152	24	28	20	10	30	10	30
STA Fleet Electrification	STA	Implementation	\$35.8 Million	\$2.7 Million	\$5.3 Million	\$5.0 Million	137	21	26	30	30	0	20	10
South Barker Rd Corridor	Spokane Valley	Implementation	\$41.0 Million	\$27.7 Million	\$3.0 Million	\$3.0 Million	130	22	28	20	20	15	10	15
Fish Lake Trail Connection Phases 1-3	Spokane	Implementation	\$19.5 Million	\$14.6 Million	\$14.6 Million	\$14.6 Million	116	9	30	20	10	0	30	17
Division St Active Transportation Access Improvements	Spokane	Development	\$25.8 Million	\$25.8 Million	\$25.8 Million	\$25.8 Million	178	28	30	20	20	30	20	30
Argonne Rd Freight, Active Transportation & Safety Improvements	Spokane County	Development	\$25.8 Million	\$25.5 Million	\$25.5 Million	\$2.0 Million	177	22	30	20	30	30	20	25
US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Development	\$23.4 Million	\$21.6 Million	\$21.6 Million	\$21.6 Million	173	23	30	20	20	30	20	30
US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Development	\$26.0 Million	\$22.1 Million	\$22.1 Million	\$22.1 Million	172	22	30	20	20	30	20	30
Division Bus Rapid Transit (BRT)	STA	Development	\$202.0 Million	\$101.0 Million	None	None	163	28	30	30	30	0	25	20
Wall St Safety & Capital Improvements	Spokane County	Development	\$17.5 Million	\$16.9 Million	\$16.9 Million	None	160	24	26	20	20	30	10	30
12th Ave - Spokane Phase	Spokane	Development	\$4.9 Million	\$4.9 Million	\$4.9 Million	\$4.9 Million	148	26	30	20	10	15	20	27
I-90/Valley High Performance Transit (HPT)	STA	Development	\$39.3 Million	\$5.3 Million	\$5.3 Million	None	146	29	30	20	30	0	20	17
6th/10th-12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave	Airway Heights	Development	\$4.8 Million	\$4.3 Million	\$4.3 Million	\$4.3 Million	138	16	30	20	10	15	20	27
Argonne Bridge at I-90	Spokane Valley	Development	\$28.2 Million	\$26.7 Million	\$3.0 Million	\$3.0 Million	134	29	28	20	20	0	20	17
Sullivan/Trent Interchange	Spokane Valley	Development	\$53.4 Million	\$45.4 Million	\$5.0 Million	\$5.0 Million	129	27	30	20	30	0	10	12
I-90 TSMO Improvements	WSDOT	Development	\$24.0 Million	\$23.4 Million	\$20.8 Million	\$2.6 Million	128	29	24	10	20	15	10	20
Craig Rd Complete Streets Project	Airway Heights	Development	\$11.2 Million	\$10.0 Million	\$10.0 Million	\$10.0 Million	116	14	17	20	10	15	10	30
Craig Rd & I-90 Four Lakes Connection	Spokane County	Development	\$66.9 Million	\$59.4 Million	\$59.4 Million	\$59.4 Million	115	22	28	20	20	0	10	15
Spokane Falls Blvd	Spokane	Development	\$8.1 Million	\$7.4 Million	\$7.4 Million	\$7.4 Million	113	28	28	10	10	0	20	17
LEIA - Liberty to Edgecliff Improvements for Accessibility*	STA	Initiation	\$26.5 Million	\$26.1 Million	\$26.1 Million	None	173	25	28	20	30	15	25	30
Latah Bridge Rehabilitation	Spokane	Initiation	\$65.1 Million	\$65.1 Million	\$65.1 Million	\$65.1 Million	160	25	28	20	20	15	25	27
Centennial Trail Argonne Gap Improvements	Spokane County	Initiation	\$15.6 Million	\$15.3 Million	\$15.3 Million	None	152	12	30	20	10	30	20	30
US 195 Corridor Projects	Spokane	Initiation	\$18.4 Million	\$18.4 Million	\$18.4 Million	\$18.4 Million	151	21	30	20	10	30	10	30
Clean Energy Campus Phase I	STA	Initiation	\$100.0 Million	\$45.0 Million	\$35.0 Million	\$10.0 Million	146	13	28	20	30	15	10	30
Barker/I-90 Interchange	Spokane Valley	Initiation	\$40.0 Million	\$40.0 Million	\$4.0 Million	\$4.0 Million	144	26	26	20	20	15	10	27
Market St Reconstruction	Spokane County	Initiation	\$10.9 Million	\$10.9 Million	\$10.9 Million	None	144	23	26	20	20	15	15	25
Wellesley High Performance Transit (HPT)	STA	Initiation	\$9.3 Million	\$7.5 Million	None	\$7.5 Million	140	28	22	20	30	0	20	20
Hayford/US 2 Congestion & Safety Project - 21st Ave Improvements Phase I	Airway Heights	Initiation	\$9.4 Million	\$9.4 Million	\$9.4 Million	\$9.4 Million	138	25	28	20	10	30	10	15
Glenrose Corridor - 57th Ave to Spokane Valley City Limits	Spokane County	Initiation	\$33.4 Million	\$33.4 Million	\$33.4 Million	None	136	17	24	20	20	15	10	30
32nd Ave Corridor Reconstruction	Spokane County	Initiation	\$23.5 Million	\$23.5 Million	\$23.5 Million	None	126	7	19	20	10	30	10	30

Legend

Projects resubmitted with no changes to their overall score shown in **GREEN**

Projects resubmitted with their overall scores increased due to new documentation, information, and/or changes to its scope shown in **BLUE**

New projects not previously submitted shown in **PURPLE**

Projects not proposed for inclusion in the final 2026 Unified List are **SHADED IN GREY**

*Note: Staff recommends removing the LEIA - Liberty to Edgecliff Improvements for Accessibility project from the 2026 Unified List at the request of the sponsoring agency.



To: Board of Directors
From: Jason Lien, Principal Transportation Planner
Topic: Horizon 2050 – Chapters 3-4 & Future Projects Overview

Requested Action:

None. For information and discussion.

Key Points:

- Horizon 2050 is the region's Metropolitan Transportation Plan (MTP) update. Chapters 3 and 4 of Horizon 2050 consist of data and information related to *Where We're Going* as a region and *How We'll Get There*. Chapter 4 focuses on the financial forecast and planned investments—capital projects, operations & maintenance, and preservation (categories of need).
- Capital project needs are documented in two categories: 1. Horizon 2050's program area buckets; and 2. projects of Regional Significance. The **Attachment** shows proposed Regionally Significant projects. Other essential projects are documented in the program area buckets. Proposed program area funding targets are shown on the second page of the **Attachment**.
- The Plan must balance the financial forecast with projected investments in the categories of need. This will be presented at the meeting, with the intent of incorporating the desired investment mix into the Horizon 2050 Draft.

Board/Committee Discussions:

Horizon 2050 items have been presented at multiple Board and Committee meetings, with a recent emphasis on financial forecasting and the Plan's categories of need.

Public Involvement:

Horizon 2050 has an ongoing public outreach schedule.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370

Proposed List of Regionally Significant Projects

Project	Agency	Timeline	Source
Argonne Rd/I-90 Interchange Bridge Widening	Spokane Valley	Short-Term	H2045
Barker Rd Reconstruction – Applewayto I-90	Spokane Valley	Short-Term	H2045
Sullivan Rd/ BNSF Grade Separation	Spokane Valley	Short-Term	H2045
Division Bus Rapid Transit	STA	Short-Term	H2045
US 395/North Spokane Corridor - Spokane River to I-90	WSDOT	Short-Term	H2045
Harvard Rd Reconstruction Phase 2	Spokane County	Short-Term	H2050
I-90 / Valley High Performance Transit	STA	Short-Term	H2050
Latah Bridge Rehabilitation	Spokane	Long-Term	H2045
US 395/North Spokane Corridor Transit	STA	Long-Term	H2045
I-90/US 195 Interchange Latah Creek Bridges	WSDOT	Long-Term	H2045
I-90/Barker Rd Interchange	WSDOT	Long-Term	H2045
SR 290 Passing Lanes	WSDOT	Long-Term	H2045
SR 904 Passing Lanes	WSDOT	Long-Term	H2045
US 195/I-90 Study Projects	WSDOT/Spokane	Long-Term	H2045
18th/ 21stAve Corridor	AH, Spokane, SC	Long-Term	H2050
Craig Rd / I-90 Four Lakes Connection	Spokane County	Long-Term	H2050
Harvard Rd / BNSF Grade Separation	Spokane County	Long-Term	H2050

Program Area Buckets – Proposed Funding Target Ranges (Scenario assumes \$1.8b program area total)

Program Area	Funding Target*	\$Amount	MTP Survey Avg.	SRTC Board Poll
Active Transportation	14%	\$252m	15.8%	10%
Bridge	30%	\$540m	33.2%	32%
Planning	1.5%	\$27m	3.9%	7%
Road Capital	13.5%	\$243m	11.7%	11%
Safety & Security	9%	\$162m	9%	6%
TDM	1%	\$18m	2.9%	11%
Transit	19%	\$342m	16%	14%
TSMO	12%	\$216m	9%	9%

*Percentages represent aspirational spending targets for the Program Area needs in Horizon 2050. The spending targets have been adjusted based on Board, Committee, and public feedback, with percentage increases in the Safety and Planning programs compared to Horizon 2045. The table assumes a Program Area budget of \$1.8 billion. Overall, the programmatic buckets are a relatively small portion of the total expenditures over the planning horizon (~12% of the approximately \$14 billion in projected revenue).



To: SRTC Board of Directors
From: Greg Griffin, Administrative Services Manager
Topic: Procurement Manual Update

Requested Action:

None. For information and discussion

Key Points:

You can find the draft Procurement Manual [here](#).

- Overall changes include:
 - Addition of General Introduction and Table of Contents
 - Addition of legal references, including the SRTC Interlocal Agreement, WSDOT Funding Agreement, and relevant state and federal procurement directives
 - Formatting and presentation of content for greater clarity
- Staff to present and seek approval on the following policy considerations:
 - **Section 4.3 – Authority to Contract**
 - Section 4.3.1 - Increase Executive Director authority to initiate procurements in approved budget and/or UPWP from current \$25,000 to proposed maximum of \$150,000.
 - **Section 5.1 – Purchase Thresholds:**

Section	Current Amount	Proposed Amount	General Requirements
5.2.1	\$750 or less	\$3,000 or less	Reasonable research for price & quality
5.2.2	\$751 to \$5,000	\$3,001 to \$50,000	Solicit 3 written quotes/price sheets
5.2.3	\$5,001 to \$25,000	\$50,001 to \$100,000	Solicit 3 written quotes
5.3	\$100,001	And above	Utilize RFP (5.3.1)/RFQ (5.3.2)/IFB process (5.3.3)

- **Section 8 – Protest Procedures** – Review and discuss SRTC legal counsel edits and revisions of the Protest Procedures section.
- **Section 10 – Suspension and Debarment** – This section was modified to include that the SRTC Executive Director first consult with SRTC legal counsel before proceeding with the actions specified.

Board/Committee Discussions:

SRTC Procurement Manual update discussed at multiple SRTC Board Administrative Committee (BAC) meetings in 2024 and in 2025 on 5/16/25 and 6/20/25. This is first time Procurement Manual updates have been presented to the Board.

Public Involvement:

None to date.

Staff Contact:

Greg Griffin | ggriffin@srtc.org | 509.343.6370



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

Requested Action:

None. For information only.

Key Points:

Ongoing/Upcoming Public Events & Activities

- Staff participated in Felts Field Neighbors Day on June 21st and the Summer Parkways event on June 17th.

Administrative Committee Meeting

Members of the Administrative Committee met on 6/20/2025 and reviewed:

- A draft table for the 2026 SRTC Member Contributions which are primarily set using population estimates developed by the Washington State Office of Management and Budget (OFM); and
- a draft budget proposal for Calendar Year 2026 and various supporting materials; and
- a draft update to the Procurement Manual.

Committee members advised on minor revisions and recommended the materials for board review at upcoming meetings.

DRD Deferred Compensation Program

The SRTC Executive Director is seeking input from the SRTC Board to offer a deferred compensation option for staff as part of their DRS enrollment. This option comes at no added cost to SRTC.

Transportation Funding – Awards & Opportunities

- SRTC has not received Federal Transit Administration (FTA) planning funds for the current federal fiscal year.
- Spokane Valley received a \$2m award to widen and replace the bridge at Argonne Road & I-90. The award was made through FMSIB as part of the Capital Project State Funding program.
- Spokane County received a \$3.96m award to make improvements to Argonne Road between the Spokane River and Bigelow Gulch Road. The award was made through FMSIB as part of the Capital Project State Funding program.
- SRTC staff is working with member agencies to develop a list of eligible projects for potential redistributed obligation authority (OA) funds should funding become available.

Program	Close Date	Available Funding	Agency
Bridge Investment Program (BIP – large projects)	8/01/2025	\$4.9 b	FHWA



Transportation Technical Committee

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the May TTC meeting minutes and the Transportation Improvement Program (TIP) Amendment – July, was approved.

Mr. Quinn-Hurst motioned to approve the Consent Agenda as presented. Ms. Limon seconded the motion. The motion was passed unanimously.

2027-2029 CALL FOR PROJECTS – APPROVAL OF FINAL AWARDS AND CONTINGENCY LIST

Mr. Stewart requested TTC's recommendation for Board approval of the 2027-2029 project awards and contingency lists. He summarized the evaluation process and key considerations like funding eligibility, project timing, and geographic balance. The Board will consider the recommendation on July 10, followed by TIP development and public comment in August.

Mr. Clark motioned to recommend the approval of the 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists as presented. Ms. Trautman seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

DRAFT CY 2026 UNIFIED LIST

Ms. McMenamy gave an update on the annual Unified List, used to communicate regional transportation priorities to legislators and funding partners. This year's update was streamlined due to Horizon 2050 work, with minimal changes to evaluation criteria and submissions. The list will be presented to the Board in the coming weeks, with final approval expected in September.

HORIZON 2050 – CHAPTERS 3-4 & FUTURE PROJECTS OVERVIEW

Mr. Lien provided an overview of Chapters 3 and 4 of Horizon 2050, which outline how future transportation needs will be prioritized through 2050 based on projected growth, funding, and system performance. He reviewed updated regionally significant projects, new project proposals, and funding allocations across categories like safety, active transportation, and transit—emphasizing trade-offs within a constrained \$14 billion budget. The full draft is expected in August, with public comment in September and final Board approval in November.

AGENCY UPDATE AND FUTURE ITEMS

Ms. McMenamy reminded members that the MTP survey closes on June 30 and encouraged participation, noting outreach efforts at community events. She announced recruitment for SRTC's equity working group and highlighted potential redistributed federal funds to cover TIP project overruns. She introduced new Associate Planner Angela Paparazzo, mentioned upcoming staff liaison changes, and said the July meeting date is tentative pending Board confirmation.



Transportation Advisory Committee

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the May TAC meeting minutes and the Transportation Improvement Program (TIP) Amendment – July, was approved.

Mr. Barber motioned to approve the Consent Agenda as presented. Ms. Melby seconded the motion. The motion was passed unanimously.

2027-2029 CALL FOR PROJECTS – APPROVAL OF FINAL AWARDS AND CONTINGENCY LIST

Mr. Stewart requested the TAC recommend that the Board approve the 2027–2029 project awards and contingency lists. He provided an overview of the evaluation process, highlighting important factors such as funding eligibility, project scheduling, and geographic distribution. The Board is scheduled to review the recommendation on July 10, with the TIP development and public comment period to follow in August.

Mr. White motioned to recommend the approval of the 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

DRAFT CY 2026 UNIFIED LIST

Ms. McMenamy provided an update on the annual Unified List, which communicates the region’s transportation priorities to legislators and funding partners. This year’s update was expedited because of ongoing Horizon 2050 work, with few changes to the evaluation criteria and project submissions. The list is scheduled for Board review in the coming weeks, with final approval anticipated in September.

HORIZON 2050 – CHAPTERS 3-4 & FUTURE PROJECTS OVERVIEW

Mr. Lien summarized Chapters 3 and 4 of Horizon 2050, detailing how transportation priorities will be set through 2050 considering growth projections, funding, and performance goals. He discussed updates to regionally significant projects, new proposals, and funding distribution across areas such as safety, active transportation, and transit, highlighting necessary trade-offs within a \$14 billion budget. The complete draft is expected in August, followed by public review in September and final Board approval in November.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Kloskey introduced himself as the new staff liaison to the TAC, taking over from David Fletcher for a two-year rotation. He encouraged members to complete the MTP survey by June 30 and highlighted recent community outreach events. Ben also announced recruitment for SRTC’s equity working group, welcomed new associate planner Angela Paparazzo, and noted that the July meeting may be recessed pending Board confirmation.