



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, May 28, 2025



www.srtc.org



509-343-6370



421 W Riverside Ave Suite 500
Spokane, WA 99201





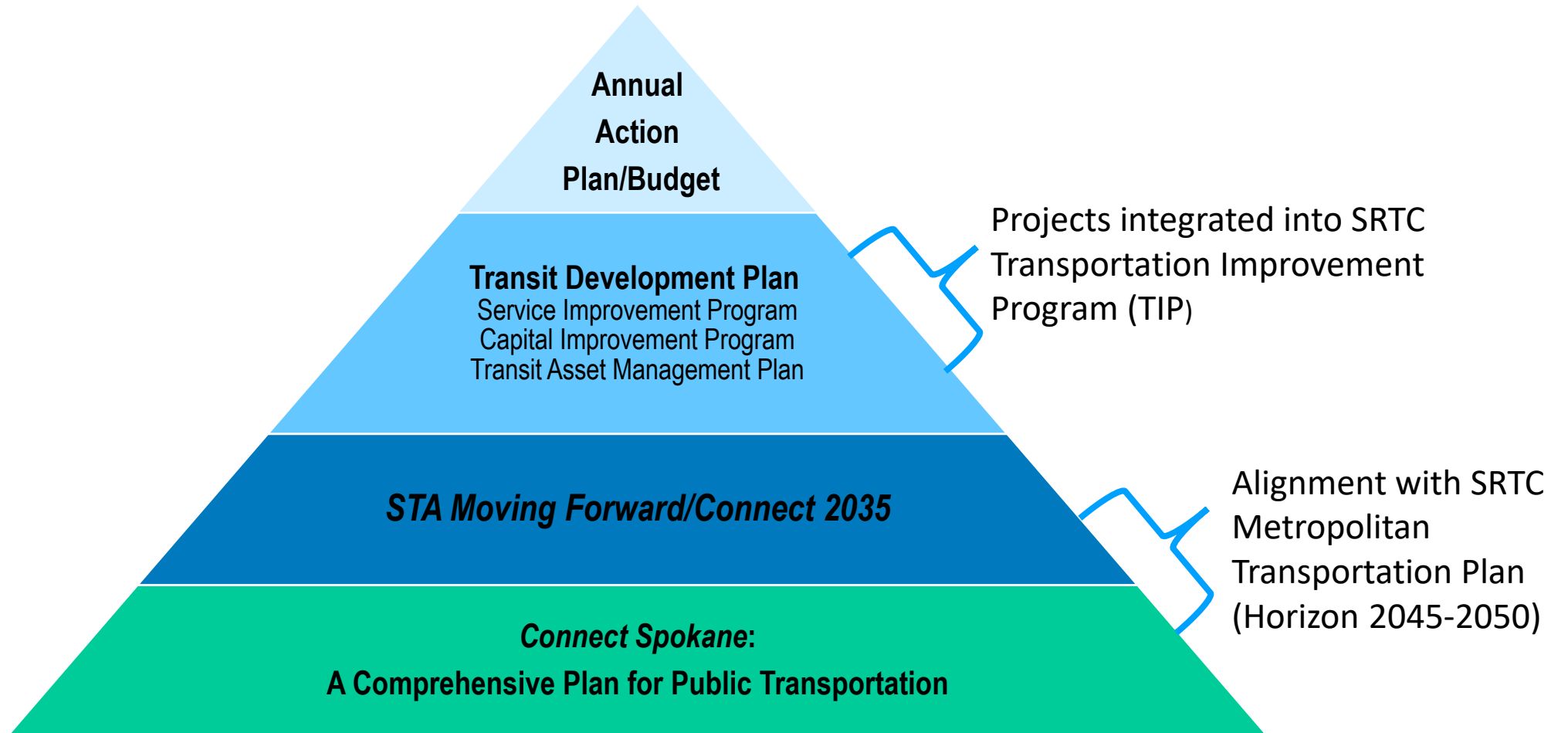
2026-2031 Transit Development Plan

May 2025

Spokane Regional Transportation
Council (SRTC)



Transit Development Plan



Service Improvement Program (SIP)

- Outlines planned Fixed Route service changes set to take place in 2026, 2027 and 2028
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
 - STA Moving Forward (STAMF) related projects
 - Adopted Connect 2035 initiatives
 - Concepts may continue to implement Connect Spokane design principles
 - Response to route performance evaluation results
- Summarizes recent requests for new service to support future considerations for service investments and adjustments

Service Improvement Program (SIP)

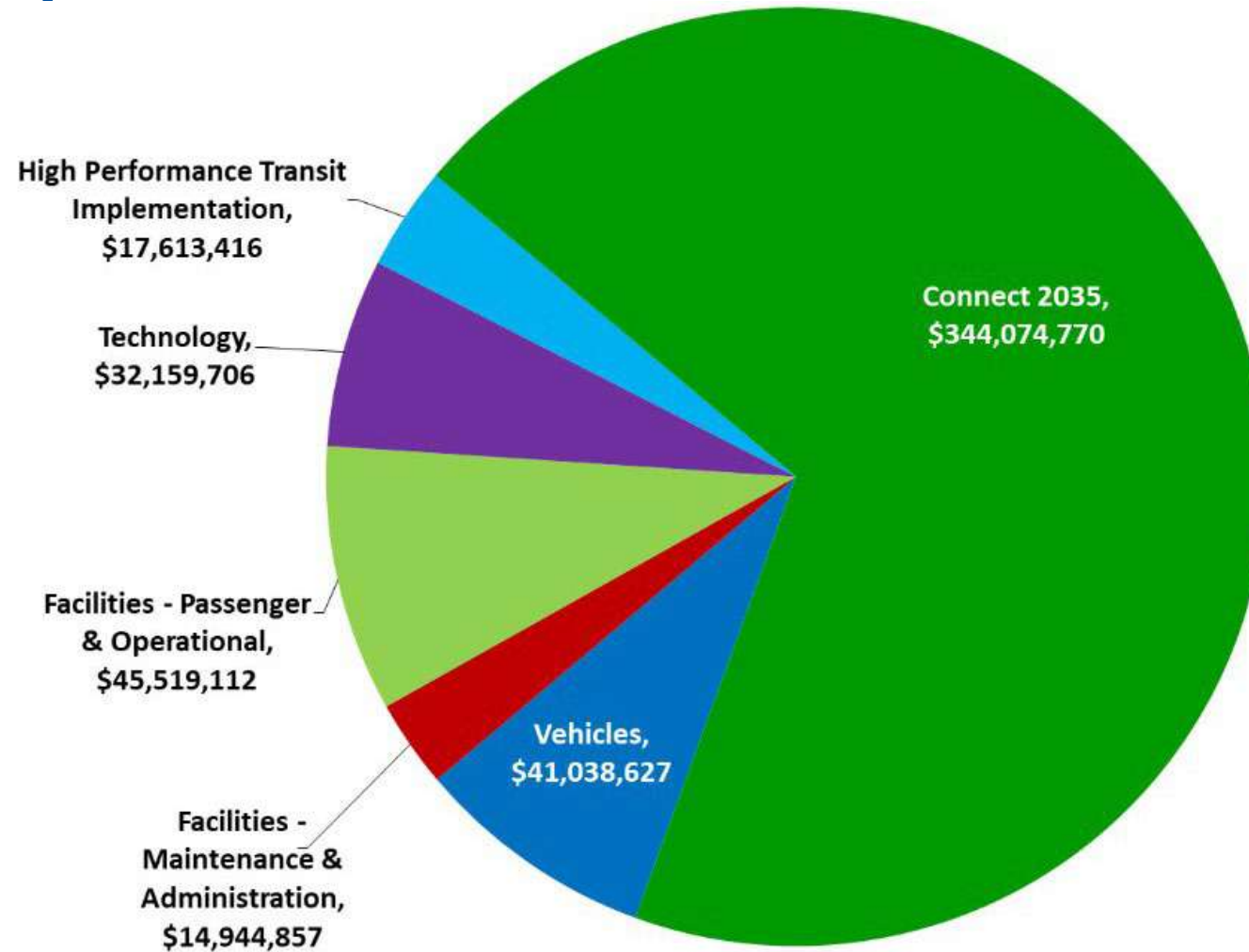
- The planned service improvement themes are listed in the table below and described further in the following slides.

2026	2026 focus on the completion of projects from <i>STA Moving Forward</i> , including the potential pilot expansion of STA service into northern Idaho as well as optimization of routes in northern Spokane.
2027	2027 are focused on implementation of <i>Connect 2035</i> Mobility on Demand Pilots and the completion of Argonne Station Park and Ride.
2028	2028 are primarily focused on adjusting routes in greater Spokane Valley to incorporate Argonne Station Park and Ride.

Capital Improvement Program (CIP)

- Outlines planned capital expenditures for a six-year period through 2030
 - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants

2026-2031 CIP by Program Category - \$495,350,488



FTA: Programs of Projects (POP)

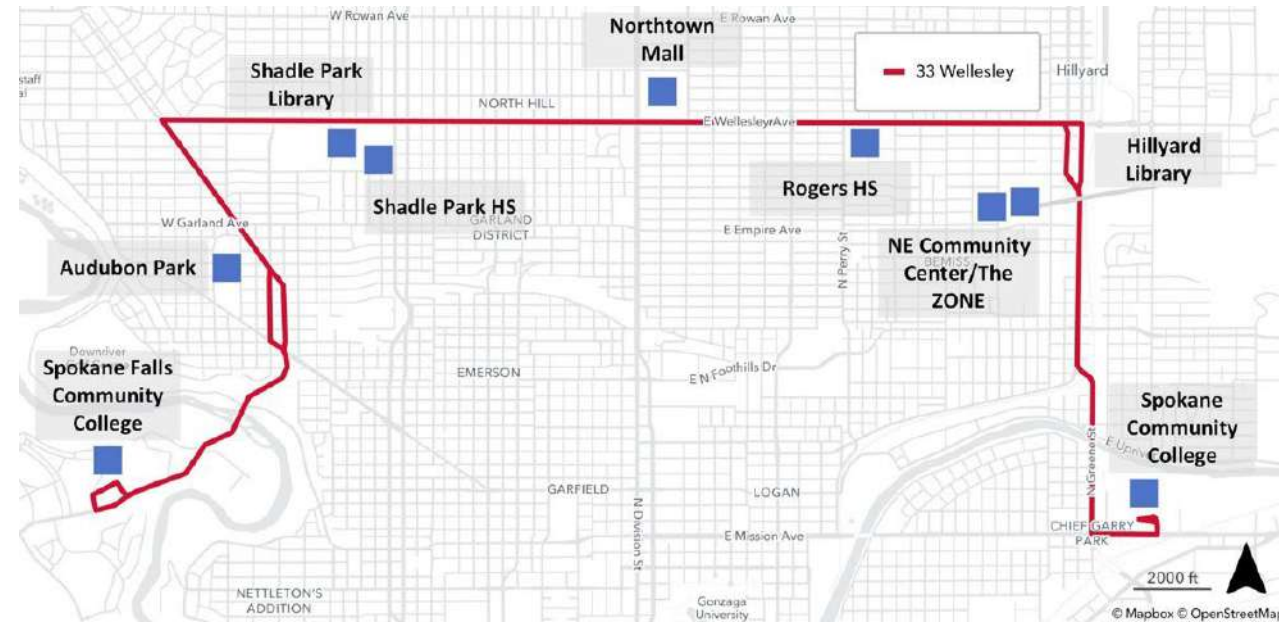
- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region.
 - 5307 Urbanized Area Program
 - Preventative maintenance funds
 - 5310 Enhanced Mobility Program
 - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
 - 5339 Bus and Bus Facilities Program
 - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans



*Section 5310 Subrecipient
Traditional Project:
SNAP Neighbors on the Go*

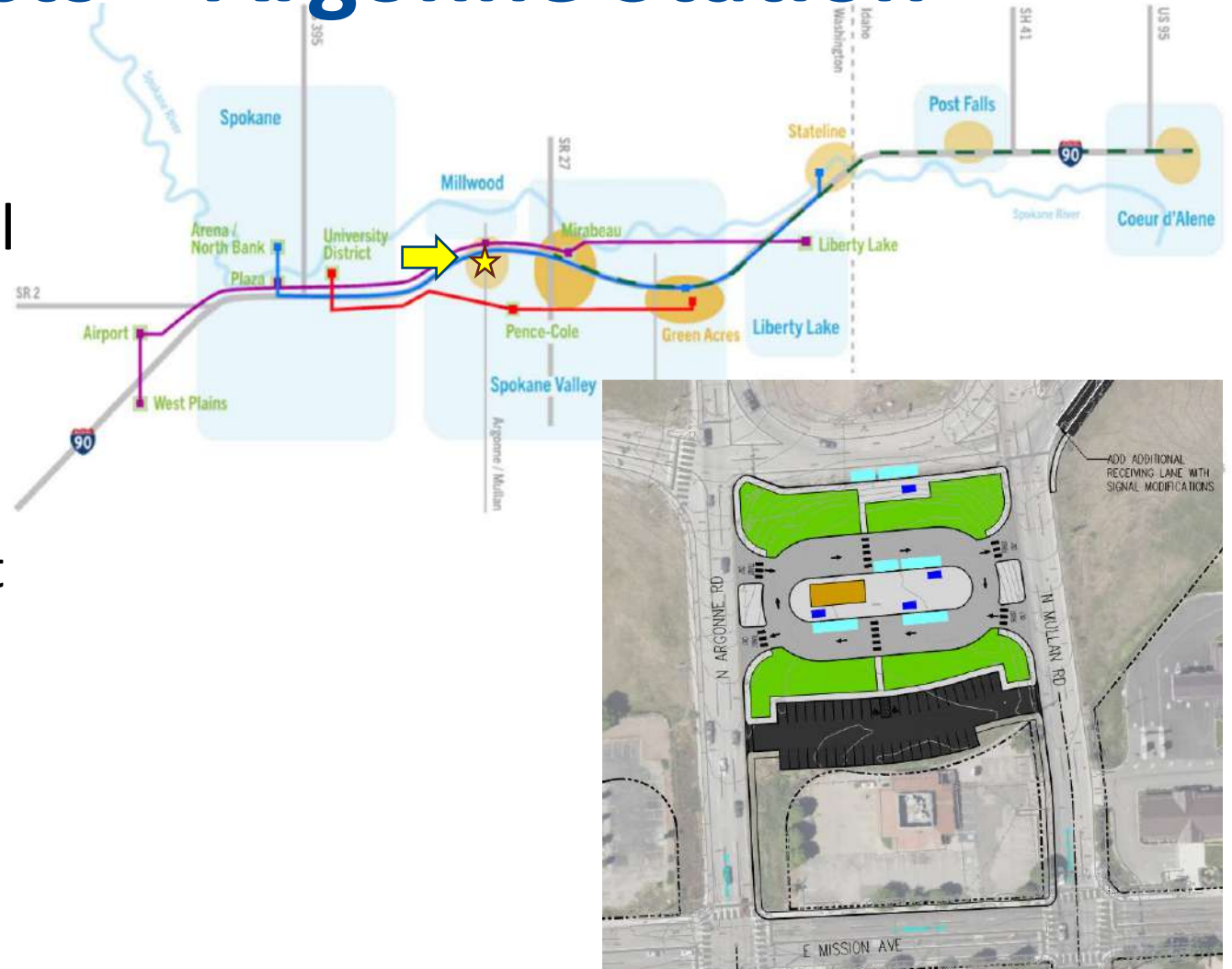
Featured CIP Projects – Wellesley HPT

- This High Performance Transit (HPT) route will support the Wellesley corridor and benefit a significant number of Spokane residents and employees
- The current Route 33 is a key connection point between Spokane Community College (SCC) and Spokane Falls Community College (SFCC)
- This project would invest in enhanced stations and amenities to increase safety, comfort, and the overall experience for riders



Featured CIP Projects – Argonne Station

- As part of I-90/Valley HPT Corridor, Argonne Station will improve quality and capacity of service between SIA, COS, and COSV
 - 4 boarding/alighting bays
 - Signal improvements & transit only lane for EB on-ramp
 - Accessibility and pedestrian improvements
 - Coach operator support facilities



Next Steps

Date	Description
June 5, 2025	Virtual Open House (5:30 p.m. to 6:30 p.m.)
June 9, 2025	In-person Open House (2:30 p.m. to 5:30 p.m.)
June 11, 2025	STA Citizens Advisory Committee meeting
June 12, 2025	SRTC Board of Directors meeting
June 26, 2025	STA Board of Directors – Public Hearing
July 24, 2025	STA Board of Directors – Proposed plan adoption

For more information, please visit: <https://spokanetransit.com/tdp>



Thank you!

Madeline Arredondo

Associate Transit Planner

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2027-2029 Call for Projects Preliminary Results

Transportation Advisory Committee
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2027-2029 Call for Projects

- ~\$40 Million in funding
- Board approved Principles of Investment
 - SRTMC
 - SRTC
 - Small towns
 - Preservation

Scoring

- Application criteria
- Scoring team: TTC and TAC members, SRTC staff
- Preliminary programming
 - Ranked by score
 - Eligibility for funding type
 - Project delivery to meet annual obligation targets
 - Geographic distribution of funding

Preliminary Results (Main)

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	Pacific Avenue Neighborhood Greenway, Phase 2	82%	\$4,705,203	CN	\$4,705,203
Spokane	Fish Lake Trail to Centennial Trail Connection Phase 2	80%	\$5,609,626	CN	swap with above
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



Preliminary Results (Preservation)

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	Ray St. - 18th Ave. to 29th Ave. Grind & Overlay	92%	\$1,219,474	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

Next Steps

- June 10th – TIP Working Group
- June 12th – SRTC Board preliminary results
- June 25th – TTC/TAC recommendation to Board
- July 10th – SRTC Board approval of final list
- Aug./Sept. – development of 2026-2029 TIP



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Spokane Regional Transportation Council

Regional VMT Reduction Framework Plan

TTC and TAC

May 28, 2025



Project Scope

- ❑ Assess Regional Vehicle Miles Traveled (VMT) and Strategies
 - ✓ Peer/Literature Review
 - ✓ Establish baseline VMT and forecast future VMT
 - ✓ Recommend Strategies
 - ✓ Perform Equity Analysis of Strategies
- ❑ Update the Comprehensive Certification Process

Engage!

- **Working Group**
- **Individual Meetings**
 - **WSDOT**
 - **Member Agencies**

Washington State Department of Transportation. (2023). *Vehicle Miles of Travel (VMT) Targets – Final Report*. Retrieved from <https://wsdot.wa.gov/sites/default/files/2023-06/VMT-Targets-Final-Report-June2023.pdf>

Comprehensive Plan Manual

Capture Changes Since Last Update

GMA

- Climate change and resiliency through VMT and greenhouse gas emission (GHG) reductions
- Americans with Disabilities Act transition plans
- Equity in project prioritization for non-motorized projects
- Multimodal level-of service (MMLOS)

SEPA SB 5412 - Expands Categorical Exemptions to include housing units – Relies on reviews completed as part of part of Comprehensive Plan EIS.

WSDOT

- **SSB 5165**, WSDOT to develop a process for establishing Vehicle Miles Traveled (VMT) reduction targets
- **SDOT's VMT Targets – Final Report (WSDOT VMT Reduction Report (June 2023)**
- **WSDOT 2024 Highway System Plan** - Standards for state facilities remain in effect until new standards are formally adopted. Local agencies are required at a minimum to incorporate the LOS standards established for both the HHS and regional state highway facilities (or non HSS) into the transportation elements.



Align with Peers

VMT reduction is addressed as part of the GMA, related to reducing GHG emissions and per capita VMT. Peer agencies are:

- Monitoring and improving VMT estimation capabilities.
- Setting goals of reducing per capita VMT in support of the GMA climate change and resiliency mandatory elements.
- Using the regional travel demand model and HMPS data to establish per capita VMT trends.
- Awaiting further guidance from WSDOT regarding the target setting.

1. Whatcom County Council of Governments (WCOG)
2. Southwest Washington Regional Transportation Council (RTC)
3. Puget Sound Regional Council (PSRC)
4. Thurston Regional Planning Council (TRPC)

- **MMLOS.** Standard approach:

Setting regional LOS for State Highways
LOS standards for locally owned arterials and transit routes will be set by local jurisdictions in their local comprehensive plans, and measurement of LOS occurs at the local, not regional, level.



Comprehensive Plan Certification Manual Update Recommendations

General Guidance

- Simplify manual
- Develop a fillable form for the checklist with active links to relevant codes and update questions to address GMA changes related to climate change and resiliency and MMLOS
- Require the agency to complete and submit application

VMT Targets

- Not required as part of the consistency review.

Multimodal Level of Service (MMLOS)

- SRTC sets regional LOS for **Non-HSS State-Owned Transportation Facilities** in the RTP using travel demand model and collaboration with partners
- Local agencies set and measure the MMLOS standards for **local** arterials and transit routes
 - SRTC reviews MMLOS methodologies for regional consistency



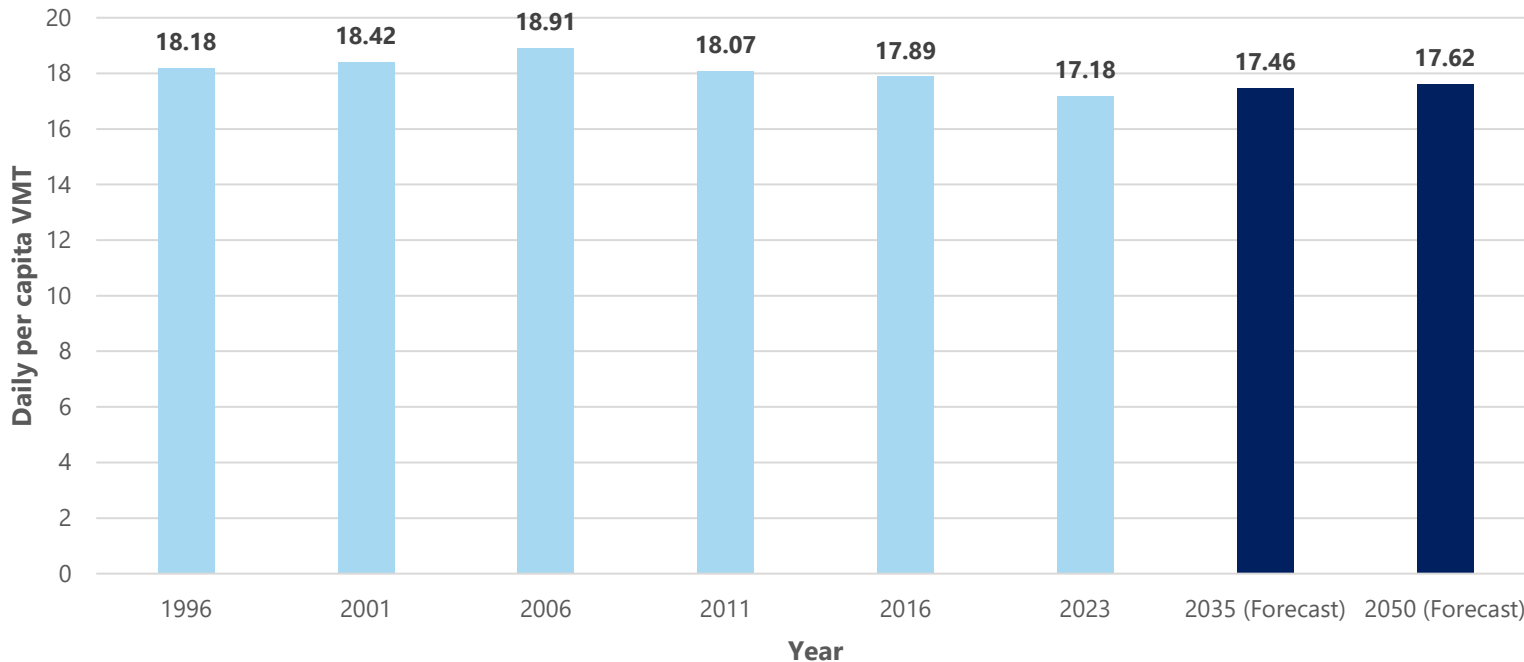
VMT Analysis

Three scenarios to determine the trends in VMT Reduction

- ☐ Scenario 1: Business as Usual
- ☐ Scenario 2: Meeting Statewide VMT Goals
- ☐ Scenario 3: Horizon 2050 Land Use

Scenario 1: Business as Usual

Spokane County - Daily per capita VMT
Scenario 1: Business-as-Usual



- ✓ **17.46** daily per capita VMT by 2035
- ✓ **17.62** daily per capita VMT by 2050

- Linear extrapolation of total daily VMT using historical trends.
- The increase is attributed to the slower annual population growth rate of 0.7% from 2023 to 2050.

Data Sources: Highway Performance Monitoring System (HPMS)
Washington State Office of Financial Management (OFM), April 1, 2024, Official Population Estimates

Scenario 2:

Meeting State GMA GHG VMT Reduction Goals

Statewide Goal		VMT Forecast
Year	Decrease in Annual per Capita VMT	Forecasted Regional Daily VMT per Capita
2020	-18%	23.6
2035	-30%	16.5
2050	-50%	11.8

- ✓ **16.5** daily per capita VMT by 2035
- ✓ **11.8** daily per capita VMT by 2050
- WSDOT VMT Target - Final Report estimated an annual per capita VMT target of 7,065 miles for 2020.

Data Sources: WSDOT's VMT Targets – Final Report



Scenario 3:

MTP Horizon 2050 Land Use

Year	VMT Forecast
2022	17.3
2035	-
2050	19.8

- Regional Travel Demand model and land use projections for the SRTC Metropolitan Transportation Plan (MTP) Horizon 2050.
- The model includes local roads, which were excluded to make it comparable with the HPMS data.
- This increase in VMT is primarily due to relatively higher population and employment growth in Airway Heights, Liberty Lake, and Spokane City neighborhoods such as Southgate, Hillyard, Latah/Hangman, and Downtown Spokane.

Data Sources: SRTC Regional Travel Demand Model, Horizon 2050

Findings/Recommendations

Scenario/Year	2023	2035 Daily Per Capita VMT	2050 Daily Per Capita VMT
Existing	17.2	—	—
Scenario 1: Business-as-Usual	—	17.4	17.6
Scenario 2: Meeting Statewide VMT Goals	—	16.5	11.8
Scenario 3: MTP Horizon 2050 Land Use	—	—	19.8

- In line with WSDOT’s guidelines, SRTC should continue to monitor regional VMT on an annual basis using HPMS.
- Establish regional goals in support of VMT reduction and collaborate with local jurisdictions to identify strategies for reducing per capital VMT in support of the GMA requirements related to reductions in GHG emissions.
- Monitor VMT and await further guidance from WSDOT regarding actual target setting.

Equity Analysis

VMT reduction strategies should be focused on reducing travel costs and times, improving access to transit, and improving non-motorized facilities that link to transit and key destinations.

- Rural strategies should focus on broadband/internet expansion, telecommuting or compressed work weeks, and custom transit.**

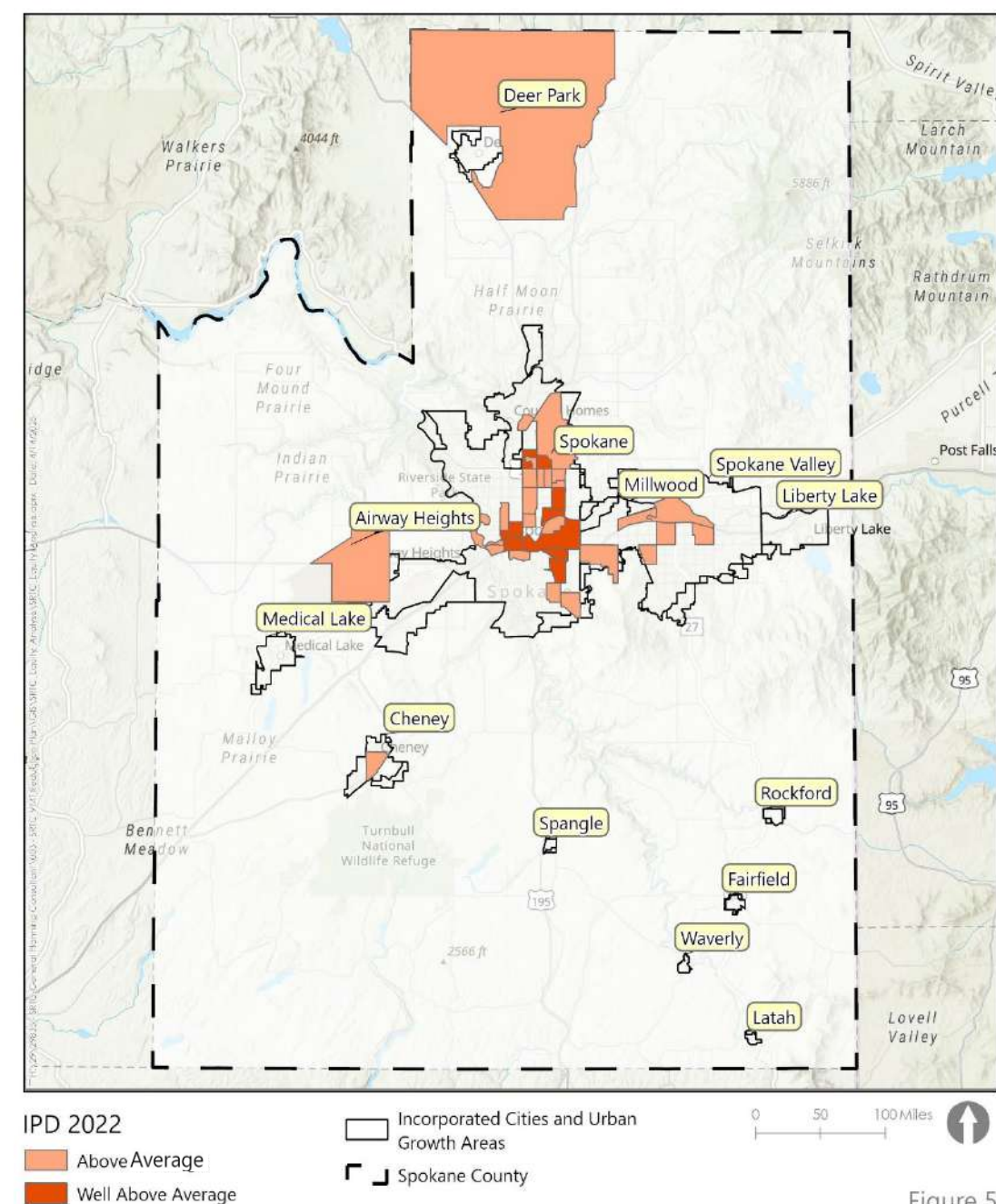


Figure 5

VMT Reduction Strategies

What are other regions doing

- ✓ Transit Enhancements
- ✓ Pedestrian and Bicycle Enhancements
- ✓ Land Use and Zoning Strategies
- ✓ Commuter benefits / Transportation Demand Management
- ✓ Parking Reform
- ✓ VMT Impact Fees
- ✓ User Fees/Road Pricing

Next Steps

- ☐ **Committees – May 28**
- ☐ **Revised Draft Plan - June 11**
- ☐ **Board – June 12**
- ☐ **Final Plan – June 24**



HORIZON
2050



Spokane Metropolitan
Transportation Plan

Project Bucket Scenarios

TAC

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Jason Lien

May 28, 2025



Spokane
Regional
Transportation
Council

Goals

- Horizon 2050 categories of need identified (expenditures)
- Financially Constrained Long-Range Plan
 - Expenditures capped by forecasted revenue
 - Assess backlog of funding needs

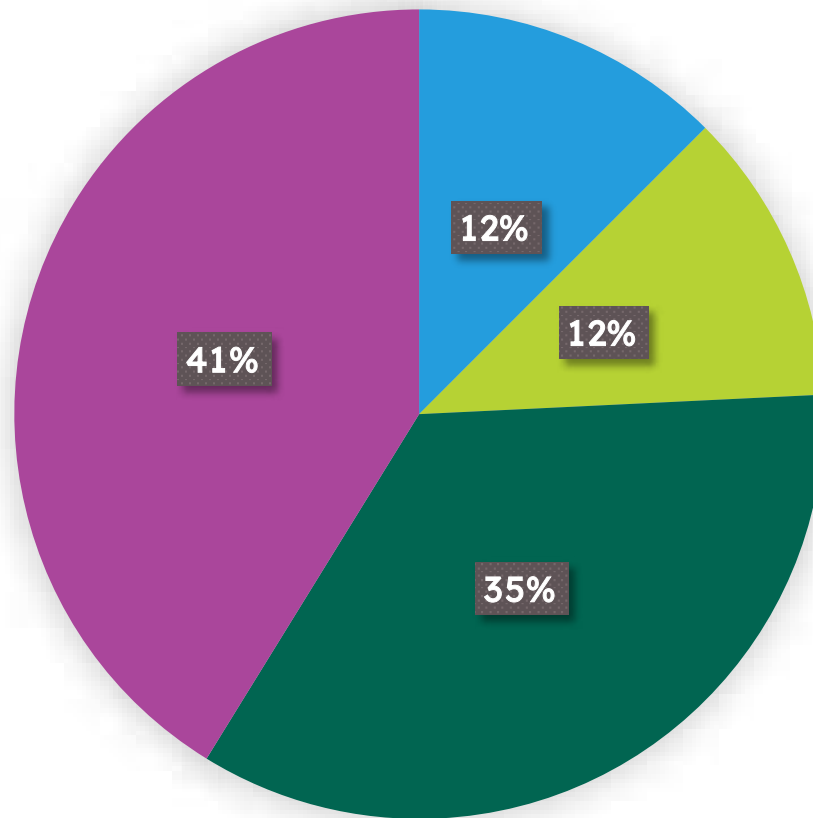
Overview

- How big is financial revenue pie? (~\$14b forecast)
- Expenditures - Categories of Need
 - Program Areas
 - Regionally Significant
 - Operations & Maintenance
 - Preservation

Overview

- How big is financial revenue pie? (~\$14b forecast)
 - Expenditures - Categories of Need
 - Program Areas
 - Regionally Significant
 - Operations & Maintenance
 - Preservation
- ← Capital project buckets

Horizon 2045 Funding Distribution



\$14.3 billion

■ Program Areas

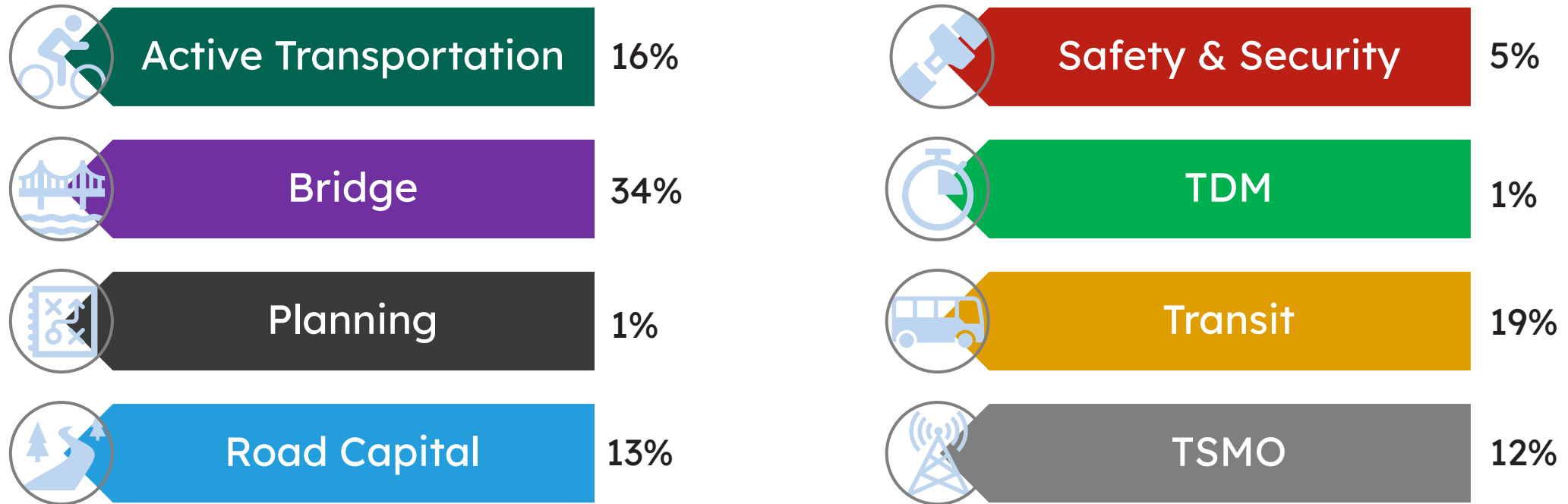
■ Regionally Significant

■ O&M

■ Preservation

Program Area Buckets

- H2045 Funding Targets



Regionally Significant Bucket

- Projects named in Horizon 2050 & integrated in travel demand model (future build)
 - Regional facility
 - Change in capacity
 - Impacts freeway or freeway interchange
 - Fixed transit service
 - Board discretion

Categories of Need Scenarios

- Horizon 2045 carryover
 - +Update to Regionally Significant bucket
 - +Program bucket funding target adjustments
 - +Operations & Maintenance emphasis
 - +And/or Preservation emphasis

Scenario A

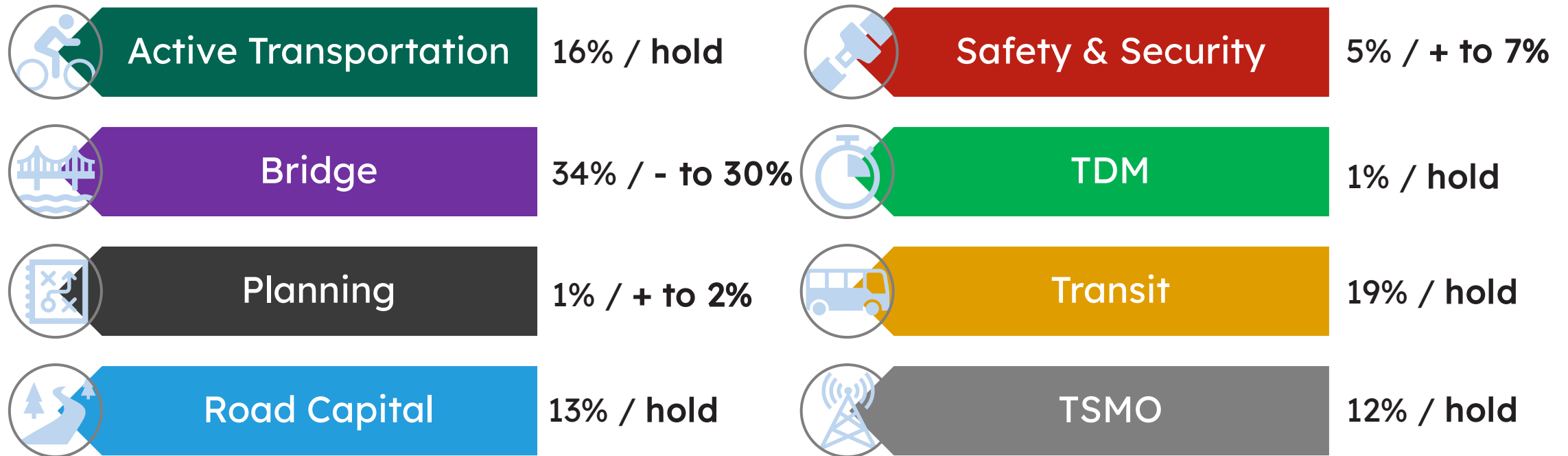
- +Update to Regionally Significant bucket
- +Program bucket funding targets unchanged
- +O&M proportion unchanged
- +Preservation proportion unchanged

Scenario B

- +Update to Regionally Significant bucket
- +Program bucket funding target adjustments
- +O&M proportion unchanged
- +Preservation proportion unchanged

Scenario B

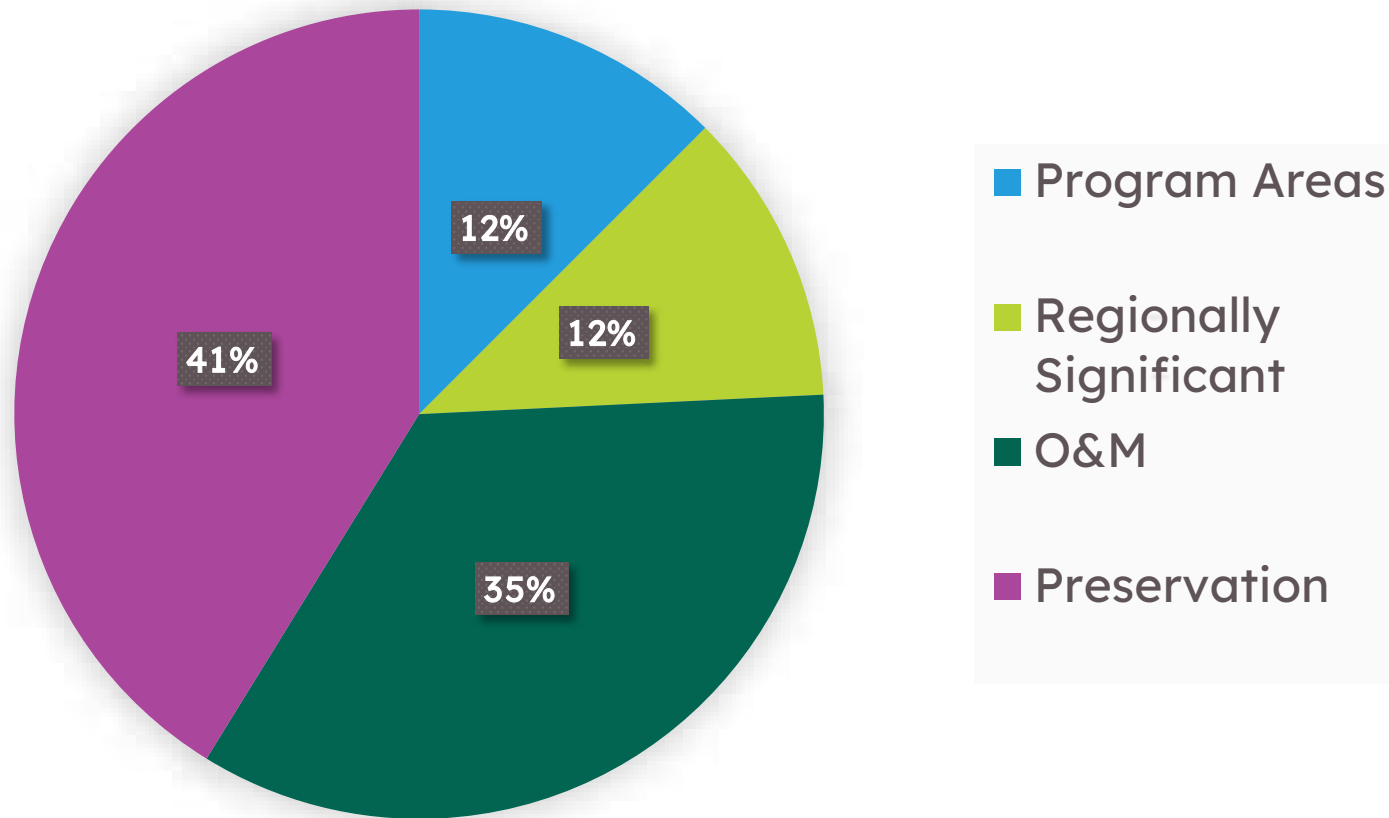
• Funding Target Adjustments



Scenario C

- +Update to Regionally Significant bucket
- +Program bucket funding targets unchanged
- +O&M emphasis and/or Preservation emphasis

Funding Distribution



O & M / Preservation

- Operations & Maintenance
 - \$4.95 billion in Horizon 2045 (35%)
- Preservation
 - \$5.9 billion in Horizon 2045 (41%)
- Update estimates for 2050
 - Forecast (expected expenditures) + overall need

Regionally Significant Bucket

- Projects named in Horizon 2050 & integrated in travel demand model (future build)

Regionally Significant – Short-Term

Project	Agency
Bigelow Gulch/ Forker Rd Urban Connector \$68m	Spokane Co Completed 2024
US 395/North Spokane Corridor – Francis Ave to Spokane River \$65.6m	WSDOT Completed 2024
Central City Line \$92.2m	STA Completed 2023
Argonne Rd/I-90 Interchange Bridge Widening	Spokane Valley
Barker Rd Reconstruction – Appleway to I-90	Spokane Valley
Pines Rd (SR 27)/ BNSF Grade Separation	Spokane Valley
Sullivan Rd/ BNSF Grade Separation	Spokane Valley
Whistalks Way Improvements	Spokane
Division Bus Rapid Transit	STA

Regionally Significant Update – Short-Term

Project	Agency	Current Estimate
Argonne Rd/I-90 Interchange Bridge Widening	Spokane Valley	\$28.2m
Barker Rd Reconstruction – Appleway to I-90	Spokane Valley	\$12.5m
Pines Rd (SR 27)/ BNSF Grade Separation	Spokane Valley	\$48m
Sullivan Rd/ BNSF Grade Separation	Spokane Valley	\$46.8m
Whistalks Way Improvements	Spokane	
Division Bus Rapid Transit	STA	\$202m
Harvard Rd Reconstruction Phase 2	Spokane Co.	\$7.5m
I-90 / Valley High Performance Transit	STA	\$39.3m

Regionally Significant – Long-Term

Project	Agency
Park Rd/ BNSF Grade Separation \$25m	Spokane Valley
US 395/North Spokane Corridor - Spokane River to I-90	WSDOT
Latah Bridge Rehabilitation	Spokane
US 395/North Spokane Corridor Transit	STA
Argonne Park & Rides	STA
I-90/US 195 Interchange Latah Creek Bridges	WSDOT
I-90/Barker Rd Interchange	WSDOT
SR 290 Passing Lanes	WSDOT
SR 904 Passing Lanes	WSDOT
US 195/I-90 Study Projects	WSDOT

Regionally Significant Update – Long-Term

Project	Agency	Current Estimate
US 395/North Spokane Corridor - Spokane River to I-90	WSDOT	
Latah Bridge Rehabilitation	Spokane	\$65.1m
US 395/North Spokane Corridor Transit	STA	
Argonne Park & Rides	STA	
I-90/US 195 Interchange Latah Creek Bridges	WSDOT	
I-90/Barker Rd Interchange	WSDOT	\$40m
SR 290 Passing Lanes	WSDOT	
SR 904 Passing Lanes	WSDOT	
US 195/I-90 Study Projects	WSDOT	
Craig Road / I-90 Four Lakes Connection	Spokane Co.	\$66.9m
Harvard Rd / BNSF Grade Separation	Spokane Co.	\$32.8m

Program Area Project Examples



Active Transportation



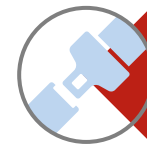
Bridge



Planning



Road Capital



Safety & Security



TDM



Transit



TSMO

Illustrative Projects



Active
Transportation

- Fish Lake Trail gaps
- Centennial Trail at Mission Ave
- Centennial Trail crossing at Argonne
- Sunset Trail gaps
- Division Corridor AT Improvements
- Millwood Trail extension

Illustrative Projects



Road Capital

- 18th / 21st Ave Extension
- South Barker Rd Corridor
- 32nd Ave Improvements

Illustrative Projects



Transit

- Wellesley HPT
- Airway Heights HPT
- Clean Energy Base

Illustrative Projects



TSMO

- I-90 TSMO (variable message signs, ramp metering)
- ITS Architecture

Next Steps

- Finalize Financial Forecast
 - Include reduced revenue scenario
- Update project cost estimates
- Decide on Categories of Need
 - Scenario B recommended
 - More data needed on O&M and Preservation
- Are we on the right track? Anything missing?

Timeline

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Public Outreach												
Project Matrix												
Draft H2050												
Adopt H2050												

Comments / Questions

Jason Lien

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Thank You

The logo for the Horizon 2050 Spokane Metropolitan Transportation Plan. It features the word "HORIZON" in blue, "2050" in green, and a stylized graphic of three green lines. Below this, the text "Spokane Metropolitan Transportation Plan" is written in green.

HORIZON
2050
Spokane Metropolitan
Transportation Plan

Horizon 2050: Chapters 1 & 2 Draft Overview

Transportation Advisory Committee

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May 28, 2025



Chapter 1 – Overview

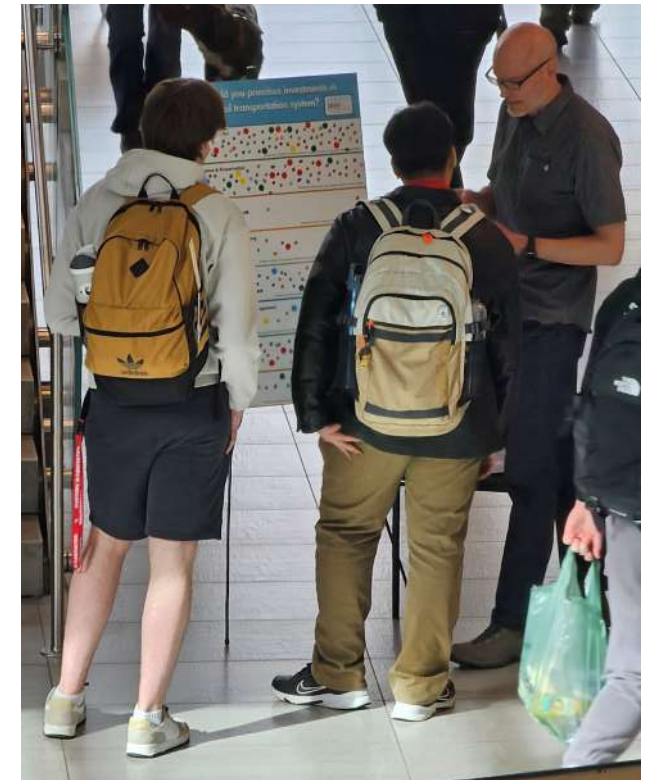
General Updates

- Requirements
 - Laws and Acts
 - Air Quality
 - RTP and MTP
- Coordination
 - Inter-agency
 - KMPO
- Outreach
 - Events
 - Workshop
 - Survey
 - Activities



Public Involvement

- Ongoing!
- Public Events
 - E.g. – Lunar New Year Celebration, El Mercadito, Bike Swap
- MTP Workshops
- Survey and Investment Activity
- CTR Survey (2024)



Guiding Principles

- Descriptions
- The “Why?”
- Policies
 - Performance measures
- Project examples



Chapter 2 – Overview

General Updates

- Data
 - Travel behaviors
 - Facility conditions
- Demographics
 - Employment & Labor
 - Population Trends
 - Vulnerable populations
- Regional Challenges
 - By mode and facility



Existing Conditions

- Regional Profile
 - Demographic updates
 - Employment, population, etc.
 - Demographic shift
 - 2/3 of region's households are one or two person
- Indicators of Potential Disadvantage
 - Data updates to inform:
 - Unified List, Call for Projects, etc.

Transportation Modes

- Active Transportation
 - Bicycle LTS
 - Counters
- Public Transportation
 - Division BRT
 - HPT Routes
- Freight
 - Intermodal facilities
- Air Transport
- Rail

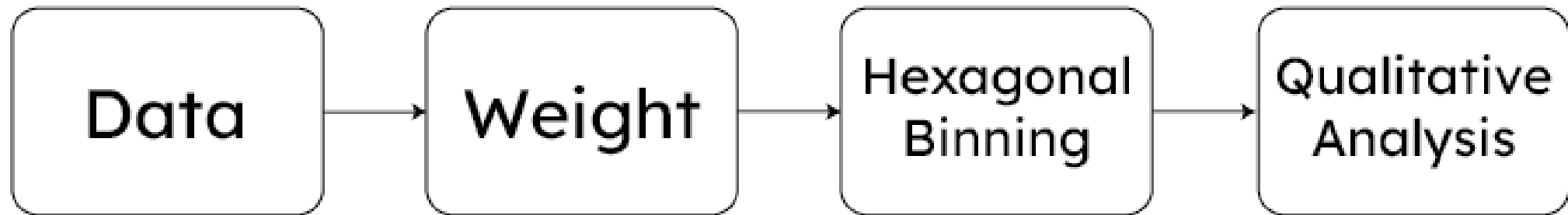


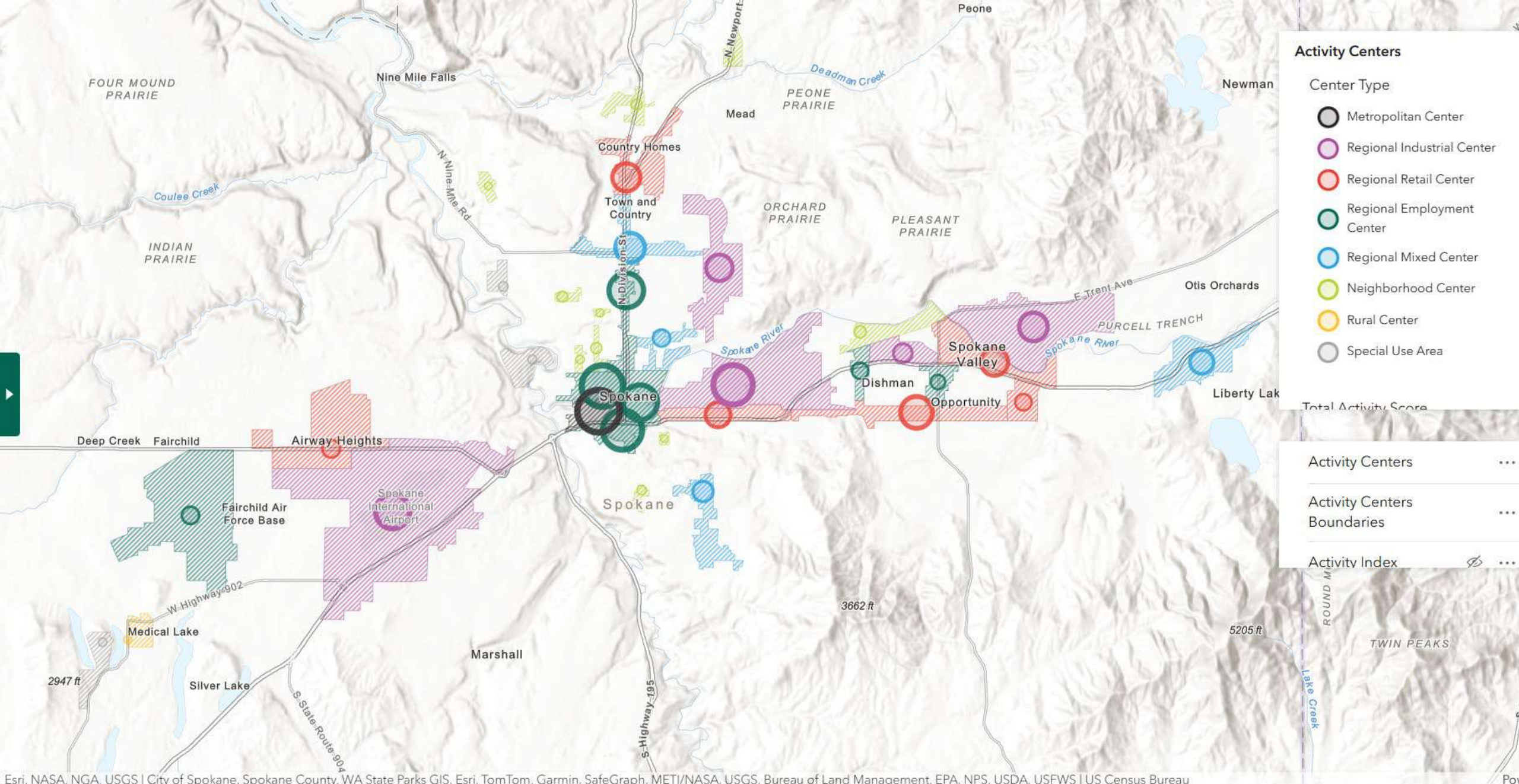
Freight and Passenger Rail

- Class I
 - BNSF & UPRR
- Class III (Short line)
 - Crucial for transport to larger Class I lines
- Passenger Rail
 - Big Sky North Coast Corridor
- Regional Infrastructure Accelerator (RIA) Program



Regional Activity Centers





Activity Centers

Center Type

Metropolitan Center

Regional Industrial Center

Regional Retail Center

Regional Employment Center

Regional Mixed Center

Neighborhood Center

Rural Center

Special Use Area

Total Activity Score

Activity Centers

...

Activity Centers

Boundaries

...

Activity Index

...

Esri, NASA, NGA, USGS | City of Spokane, Spokane County, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS | US Census Bureau

TDM - Commute Trip Reduction (CTR)



- Employer submitted data
 - 101 total employers
- Weekly
 - 850,000 miles off the roads
 - 785,000 tons of air pollution
- Plan update cycle
 - 2029 target: 60% DAR
- Challenges...

Next Steps

	June	July	August	September	October	November
Chapters 1 & 2 Overview	Board					
Chapters 3 & 4 Overview	Committee					
Draft Public Release						
Public Comments						
Final Approval						



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SS4A Application Opportunity

Transportation Advisory Committee

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May 28, 2025



General Idea

- Leverage AI camera technology
 - Exploring vendors, following videos from DERQ
- Focus on the High Injury Network
 - Open to other relevant areas
 - 27x27 projects, Arterial Crossings on Valleyway, etc.
- Collect data and build dashboards
 - Near-miss, red light violations, etc.





Purpose

- Supplement and collect safety data (and traffic data)
- Build information around already known areas of concern
 - Focusing on solving known issues
- To provide:
 - Data and **video** for grant applications (SS4A, Main Street Highways)
 - Communications with decision-makers, etc.

Involvement

- Options
 - Full install done
 - Lower amount of geographic coverage
 - Limited level of coordination and time needed
 - Cooperation with local public works
 - More cameras, more coverage
 - Higher level of coordination and time commitment

In Conclusion

- Don't have all the answers, yet.
- Follow-up emails and contact forthcoming with local agencies.



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