



# Spokane Regional Transportation Council

## June Board Meeting

**Thursday, June 12, 2025**



[www.srtc.org](http://www.srtc.org)



509-343-6370



421 W Riverside Ave, Suite 500  
Spokane WA 99201

## GSI in Washington, DC.



SRTC at Liberty Lake  
Farmers Market





# Mirabeau Transit Center Ribbon Cutting Ceremony



Spokane Bike Swap & Expo 2025

## SRTC Board Members at the NSC Event



Ben Kloskey Presenting at an EWU  
Lunch & Learn Event





# HORIZON 2050 SURVEY



Spokane Regional  
Transportation Council

ONLY 8 QUESTIONS:

[WWW.SURVEYMONKEY.COM/R/9BPXY79](https://www.surveymonkey.com/r/9BPXY79)

Share information about  
your regional  
transportation needs and  
about how you would like  
to see transportation  
dollars invested.



Scan for the Survey!



Closes on 06/30/25



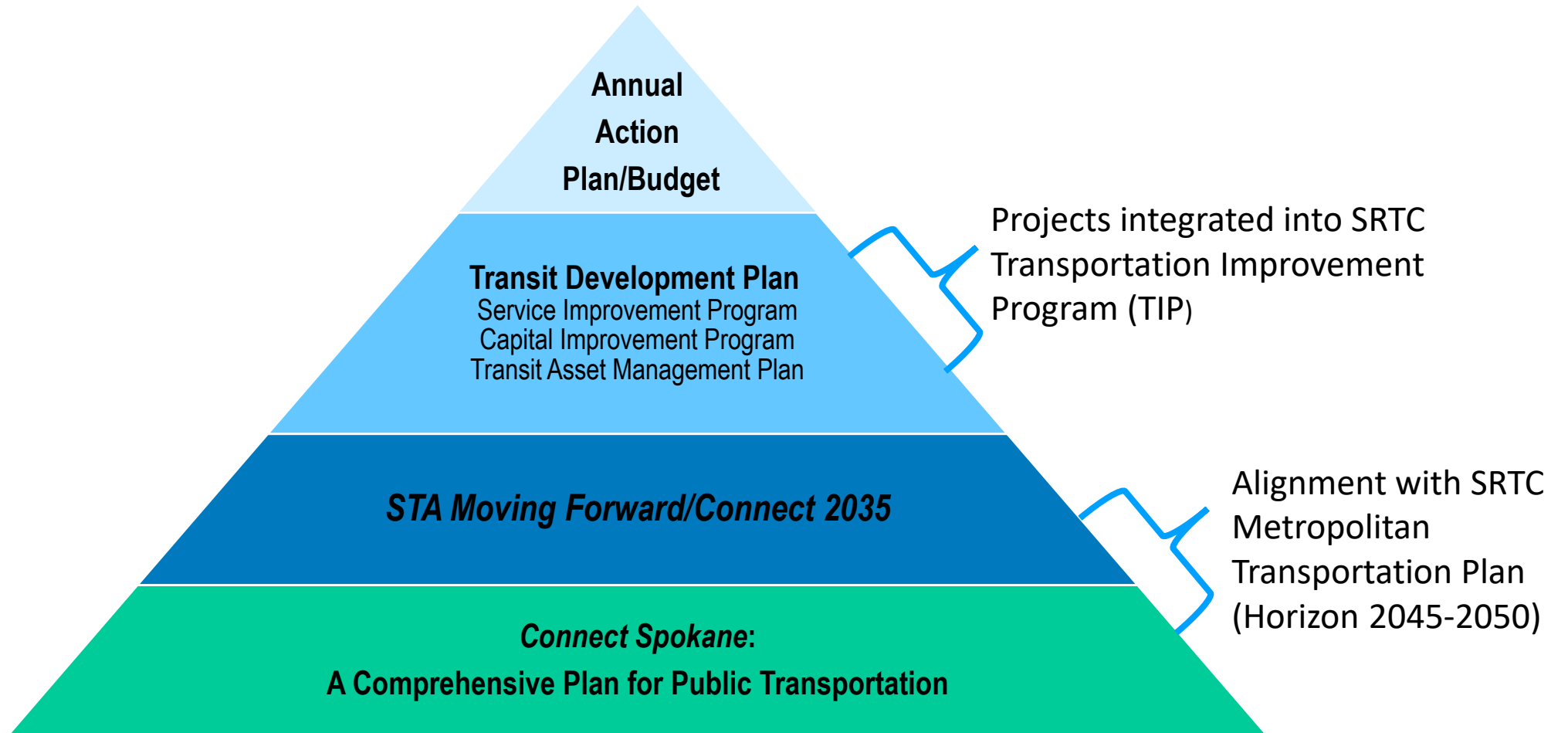
# 2026-2031 Transit Development Plan

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)

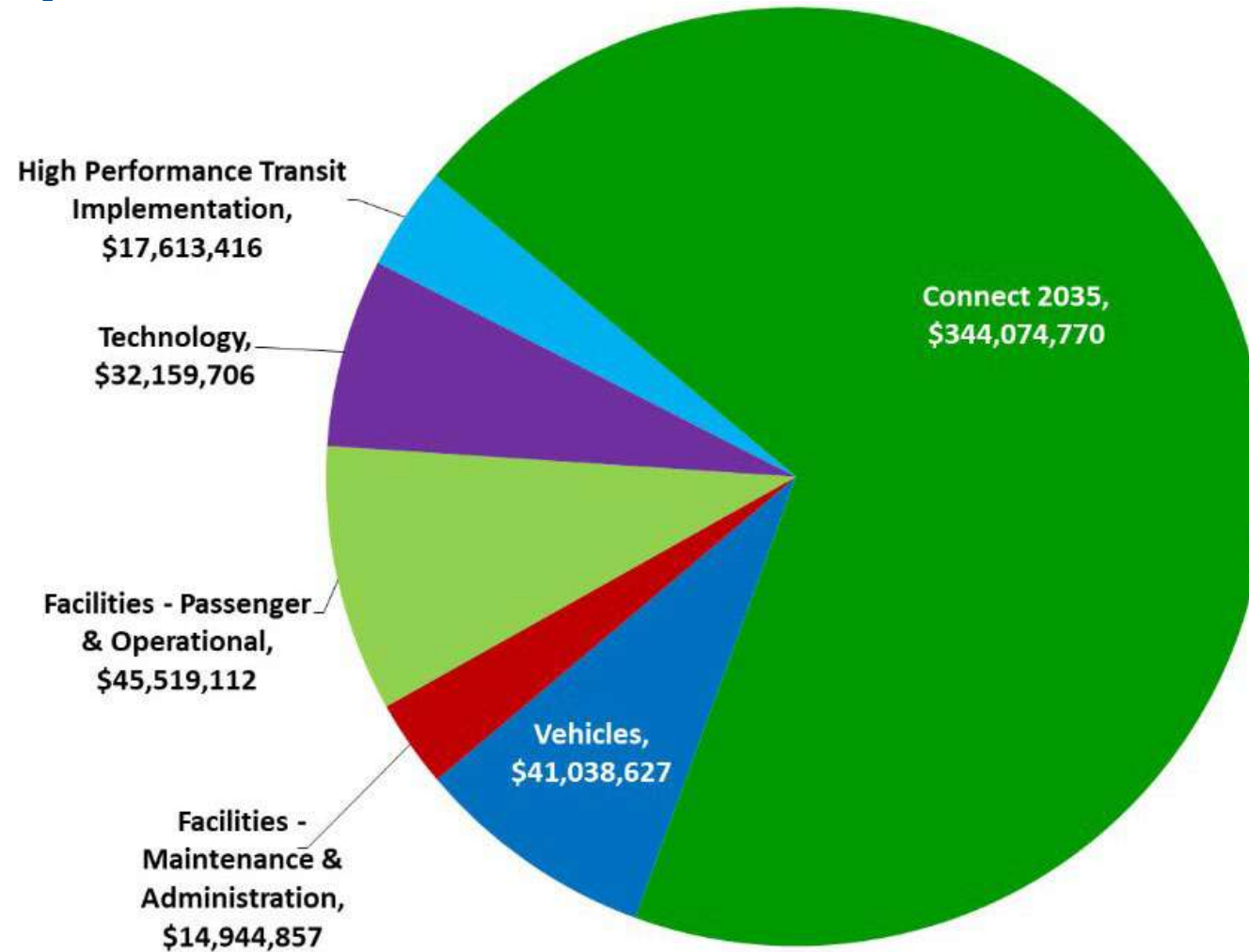
- The planned service improvement themes are listed in the table below and described further in the following slides.

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

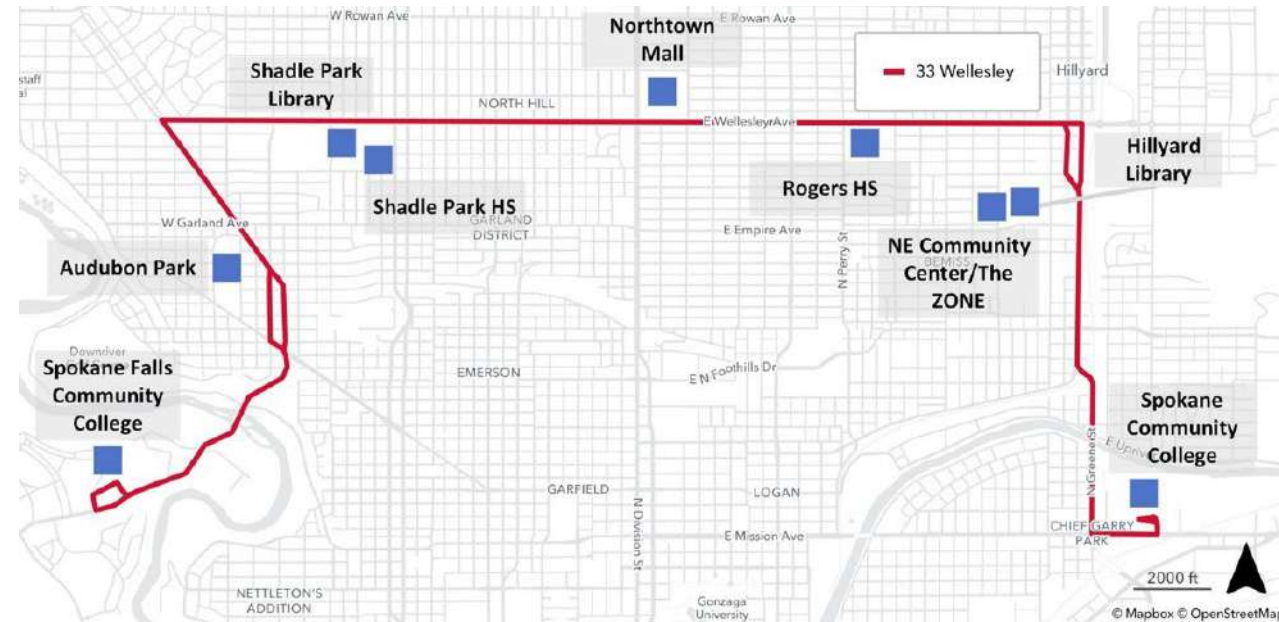
- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region.
  - 5307 Urbanized Area Program
    - Preventative maintenance funds
  - 5310 Enhanced Mobility Program
    - Spokane transit passes through these funds 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*

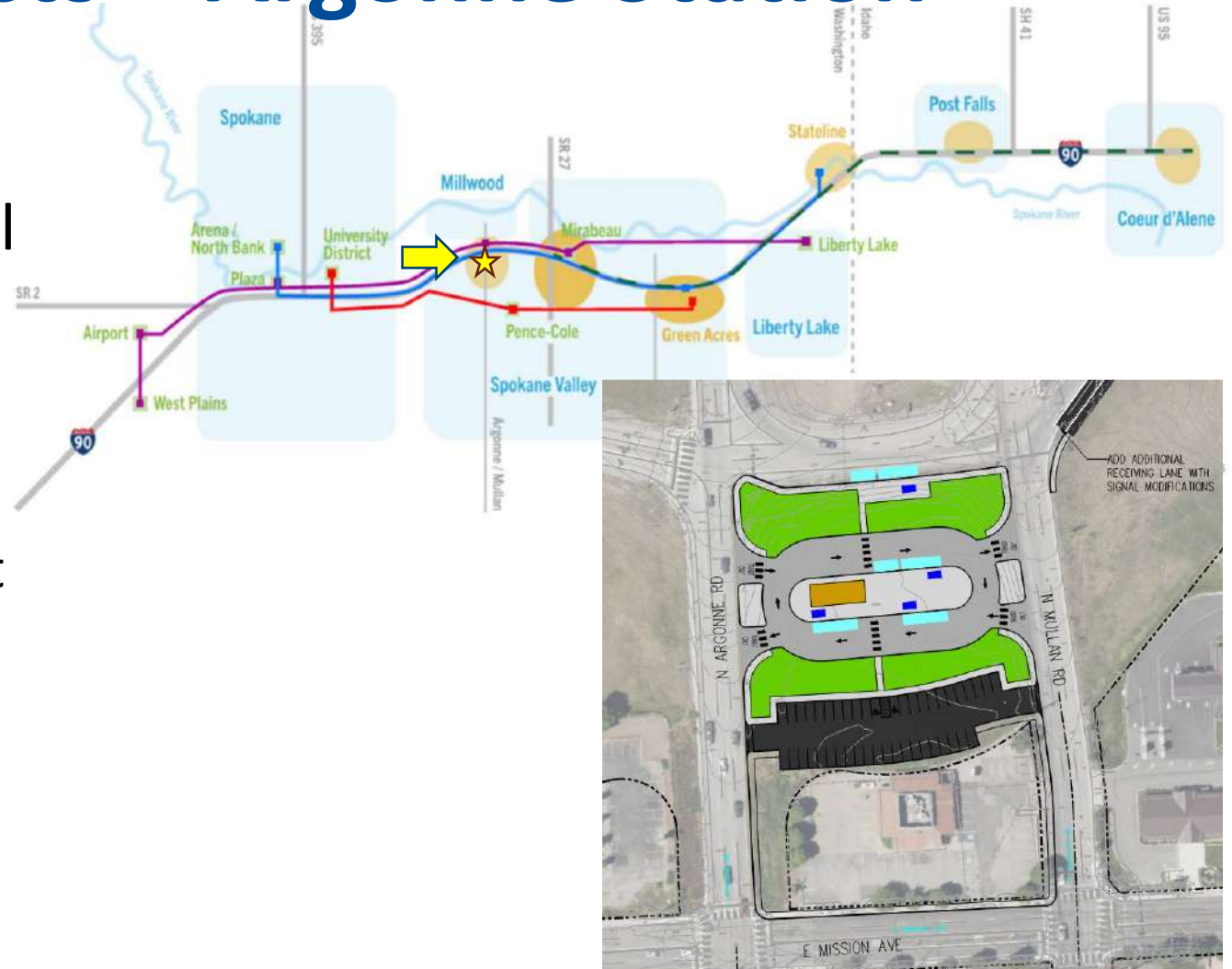
# Featured CIP Projects – Wellesley HPT

- 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 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

**Board of Directors**  
**Agenda Item 6**  
**Page 13**

**June 12, 2025**





# 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

Agency	Main Applications - 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	Bypass above
Spokane Transit	Wellesley High Performance Transit (HPT) Design & Eng.	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 Plan.	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	56%	\$1,150,706	PE	\$980,557
Fairfield	Prairie View Road Sidewalk Project	34%	\$499,600	CN	\$499,600

Agency	Preservation Applications - 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
Spokane	Monroe St. – Maxwell Ave. to Indiana Ave. Grind & Overlay	90%	\$955,591	CN	Bypass above
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 10<sup>th</sup> – TIP Working Group
- June 12<sup>th</sup> – SRTC Board preliminary results
- June 25<sup>th</sup> – TTC/TAC recommendation to Board
- July 10<sup>th</sup> – 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**

**Board of Directors**

**June 12, 2025**



# Project Scope

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- Update the Comprehensive Certification Process
- 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

## Engage!

- Working Group
- Individual Meetings
  - ✓ WSDOT
  - ✓ STA
  - ✓ Member Agencies

# Comprehensive Plan Manual

## Changes Since Last Update

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### 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 Infill development Categorical Exemptions to include housing units
- Relies on reviews completed as part of Comprehensive Plan EIS

# Comprehensive Plan Manual

## Capture Changes Since Last Update

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### WSDOT

- **SSB 5165** - Develop process for establishing VMT reduction targets
- **WSDOT 2024 Highway System Plan**
  - ✓ Standards for state facilities remain in effect
  - ✓ Local agencies: Required to incorporate WSDOT LOS standards for Highways of State Significance and regional state highway facilities (or non HSS)

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>





# Align with Peers

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## MMLOS

- Using WSDOT LOS standards for Highways of State Significance and regional state highway facilities.
- Setting their own MMLOS for locally owned arterials and transit routes.

## VMT reduction:

- Setting goals as part of GMA climate change and resiliency mandatory elements.
- Monitoring and improving VMT estimation.
- Awaiting further guidance from WSDOT.

1. Whatcom County Council of Governments
2. Southwest Washington Regional Transportation Council
3. Puget Sound Regional Council
4. Thurston Regional Planning Council



# Comprehensive Plan Certification Manual Update Recommendations

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## General Guidance

- Simplify manual, update review questions, add links to codes

## SRTC's Review Role

- **For VMT Targets:** Not required as part of the consistency review
- **For Multimodal Level of Service (MMLOS)**
  - ✓ Verify consistency with WSDOT for Highways of State Significance and SRTC's for Non-HSS State-Owned Transportation Facilities
  - ✓ Review that local agencies have addressed MMLOS standards for **local** arterials and transit routes

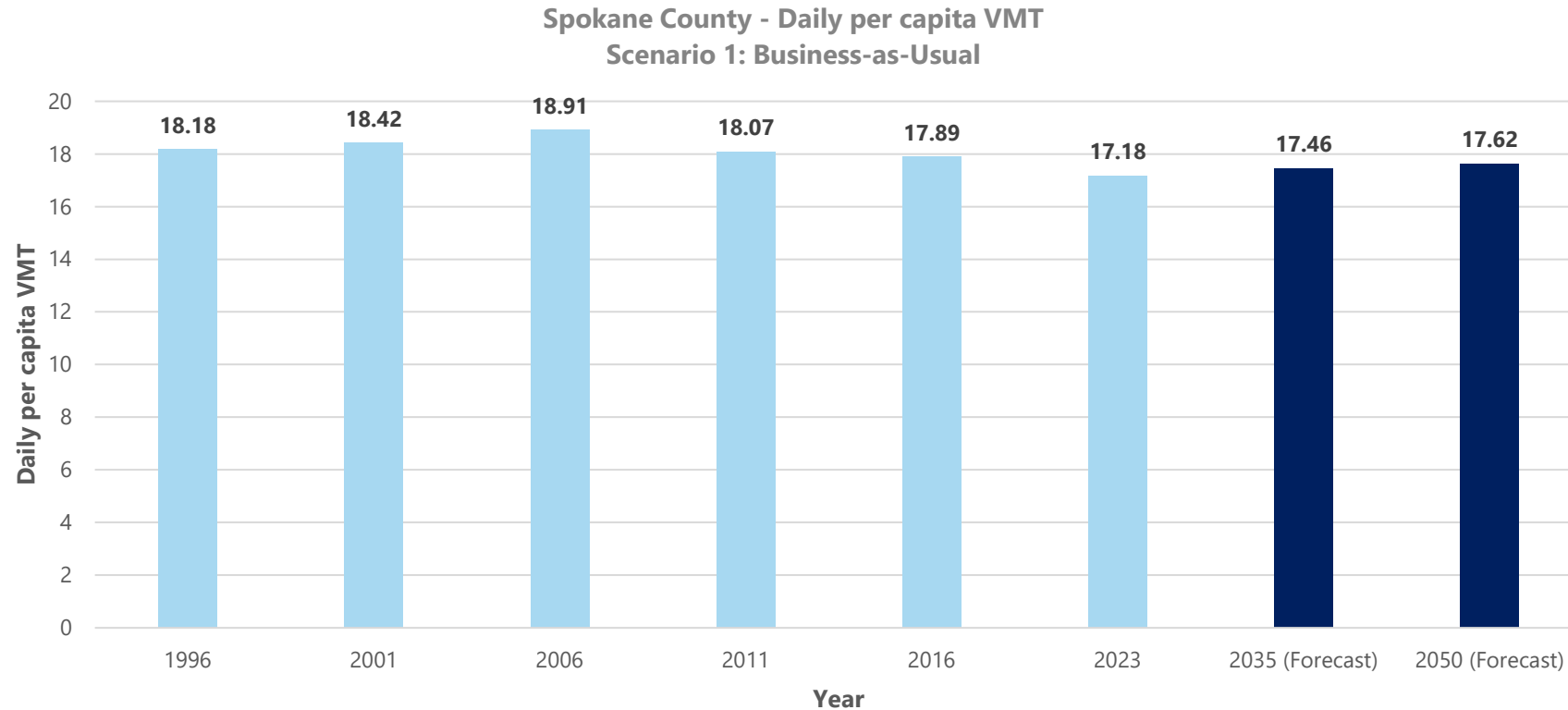
# VMT Analysis

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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



- 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.

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

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

- 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

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Year	VMT Forecast
<b>2022</b>	<b>17.3</b>
<b>2035</b>	<b>-</b>
<b>2050</b>	<b>19.8</b>

- 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

- ✓ Reducing travel costs and times
- ✓ Improving access to transit
- ✓ Improving non-motorized facilities that link to transit and key services

## Rural strategies

- ✓ Broadband/internet expansion
- ✓ Telecommuting
- ✓ Compressed work weeks
- ✓ Custom transit

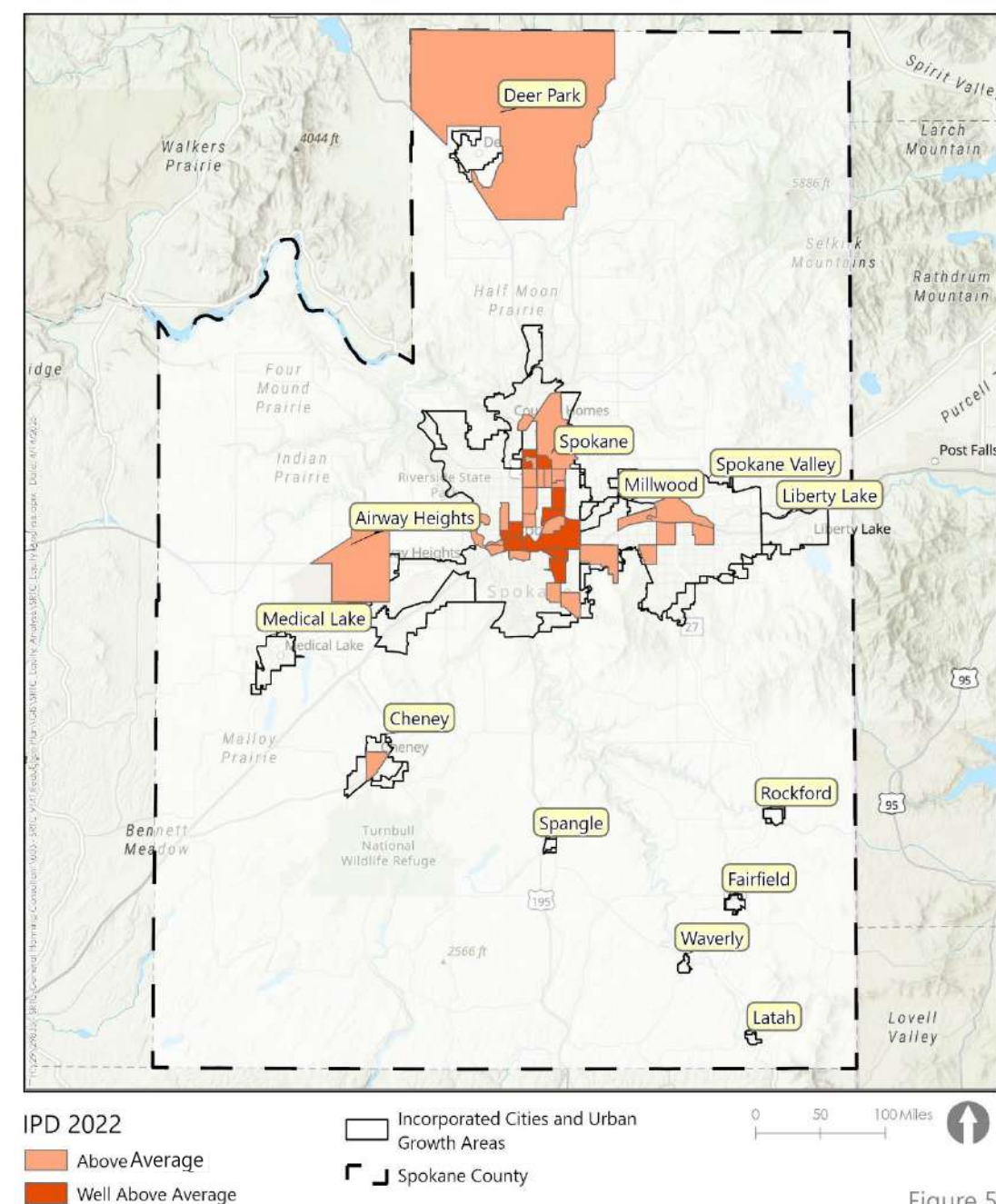


Figure 5

# VMT Reduction Strategies

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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

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- **Board – June 12**
- **Final Draft Plan – June 24**
- **WSDOT/Commerce meeting (TBD)**
- **TAC/TTC Recommendation – August (tent.)**
- **Board approval – September (tent.)**





**HORIZON**  
**2050**



# Spokane Metropolitan Transportation Plan

## Project Bucket Scenarios

**Board of Directors**  
**Agenda Item 8 | Pg. 32**  
**Jason Lien**  
**June 12, 2025**



# Context

- Decision point for Horizon 2050 project investments
- Framework for balancing revenue / expenditures



# 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

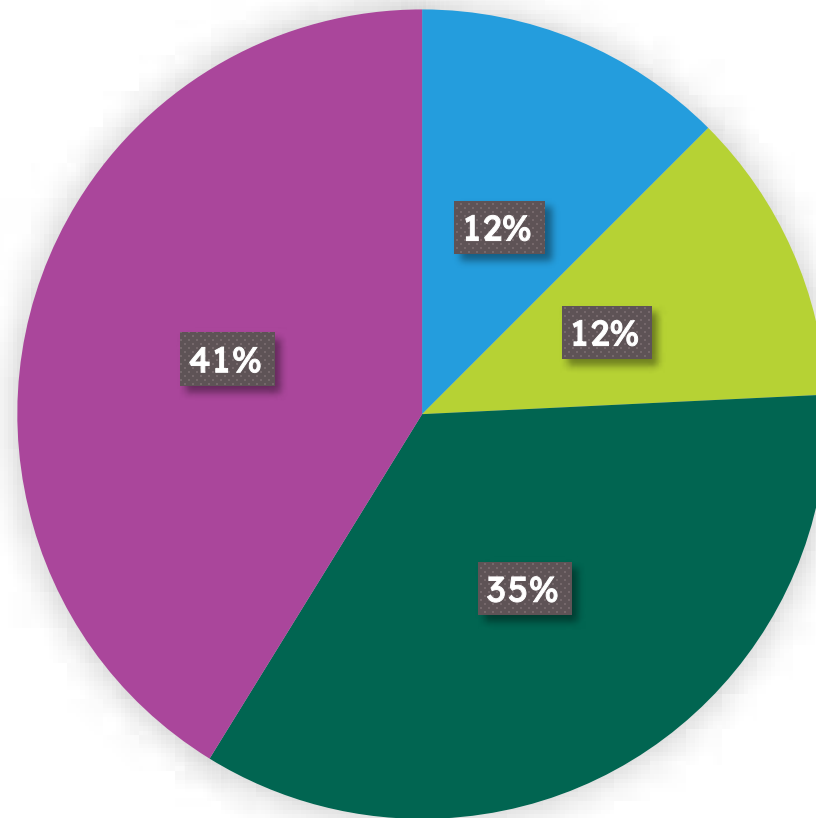
# Overview

- 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

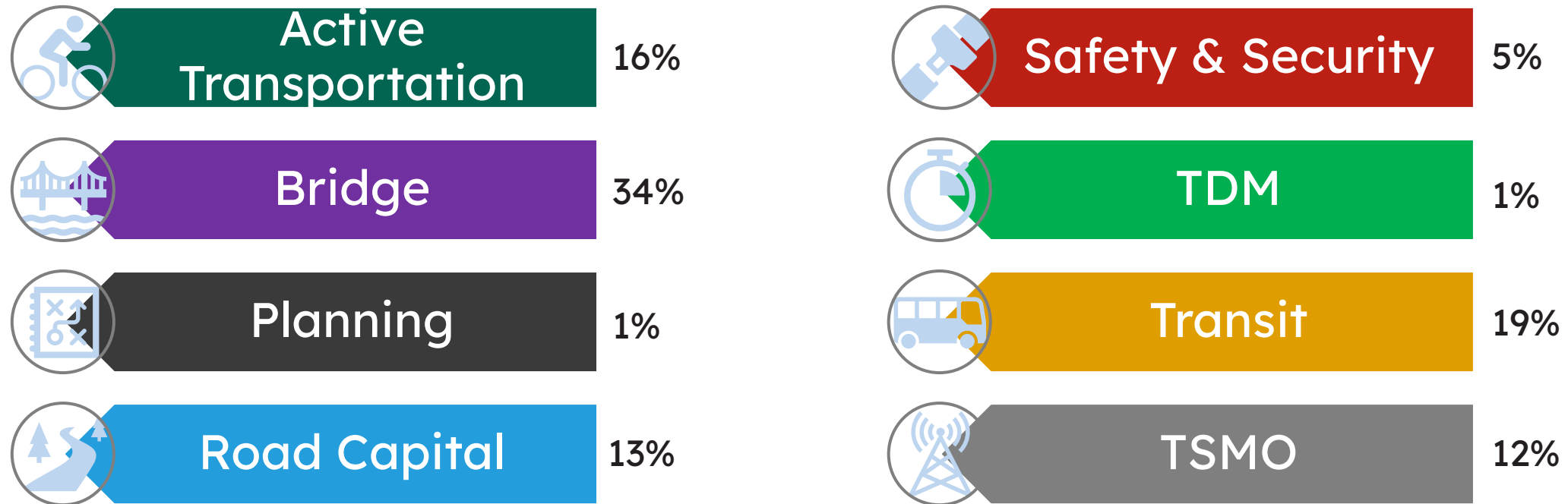
■ O&M

■ 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

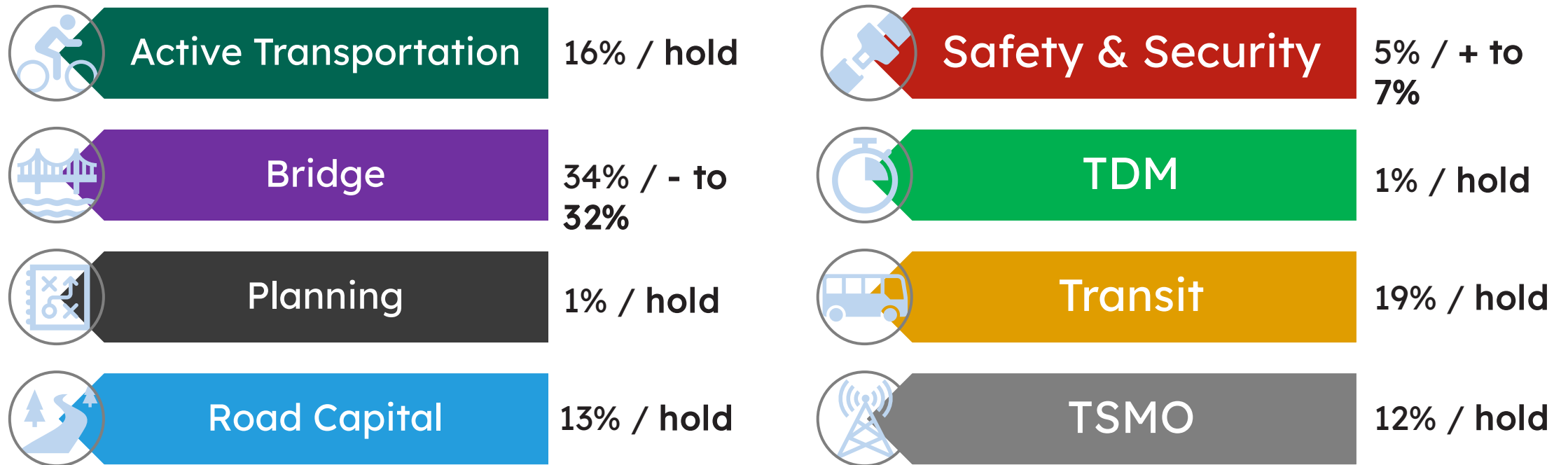
- +Update to Regionally Significant bucket
- +Program bucket funding targets unchanged
- +O&M proportion unchanged
- +Preservation proportion unchanged

# 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

- 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
<del>Bigelow Gulch/ Forker Rd Urban Connector</del> <del>\$68m</del>	<del>Spokane Co Completed 2024</del>
<del>US 395/North Spokane Corridor – Francis Ave to Spokane River</del> <del>\$65.6m</del>	<del>WSDOT Completed 2024</del>
<del>Central City Line</del> <del>\$92.2m</del>	<del>STA Completed 2023</del>
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 – <a href="#">Appleway to I-90</a>	Spokane Valley	\$12.5m
Sullivan Rd/ BNSF Grade Separation	Spokane Valley	\$46.8m
Division Bus Rapid Transit	STA	\$202m
<a href="#">US 395/North Spokane Corridor - Spokane River to I-90</a>	<a href="#">WSDOT</a>	
Harvard Rd Reconstruction Phase 2	Spokane Co.	\$7.5m
I-90 / Valley High Performance Transit	STA	\$39.3m
<a href="#">Sprague Ave Reconstruction – Post to Division</a>	Spokane	

# Regionally Significant – Long-Term

Project	Agency
Park Rd/ BNSF Grade Separation	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 / Spokane



# Regionally Significant Update – Long-Term

Project	Agency	Current Estimate
Latah Bridge Rehabilitation	Spokane	\$65.1m
US 395/North Spokane Corridor Transit	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 / Spokane	
Craig Road / I-90 Four Lakes Connection	Spokane Co.	\$66.9m
Harvard Rd / BNSF Grade Separation	Spokane Co.	\$32.8m

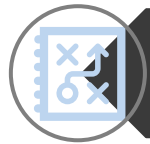
# Program Area Project Examples



Active  
Transportation



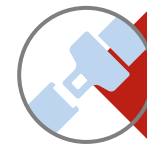
Bridge



Planning



Road Capital



Safety & Security



TDM



Transit



TSMO

# Illustrative Projects



Active  
Transportation

- Fish Lake Trail connection
- US-2 Multimodal Improvements
- Centennial Trail crossing at Argonne
- Sunset Trail gaps
- Division Corridor AT Improvements
- Millwood Trail extension

# Illustrative Projects



Road Capital

- 18<sup>th</sup> / 21<sup>st</sup> Ave Extension
- South Barker Rd Corridor
- 32<sup>nd</sup> Ave Improvements
- Whistalks Way Reconstruction

# Illustrative Projects



Transit

- Wellesley HPT
- Airway Heights HPT
- Clean Energy Base

# Illustrative Projects



TSMO

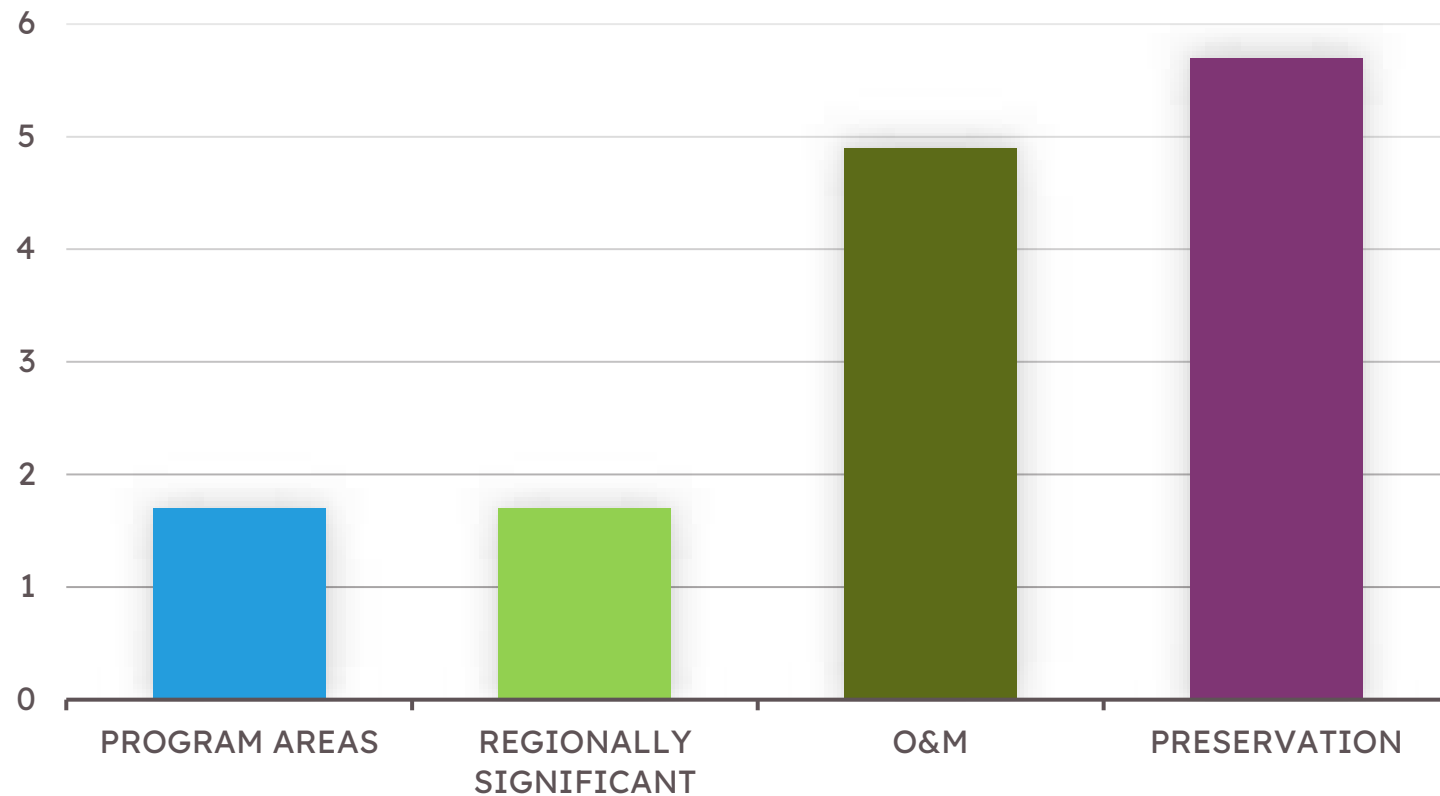
- I-90 TSMO (variable message signs, ramp metering)
- ITS Architecture



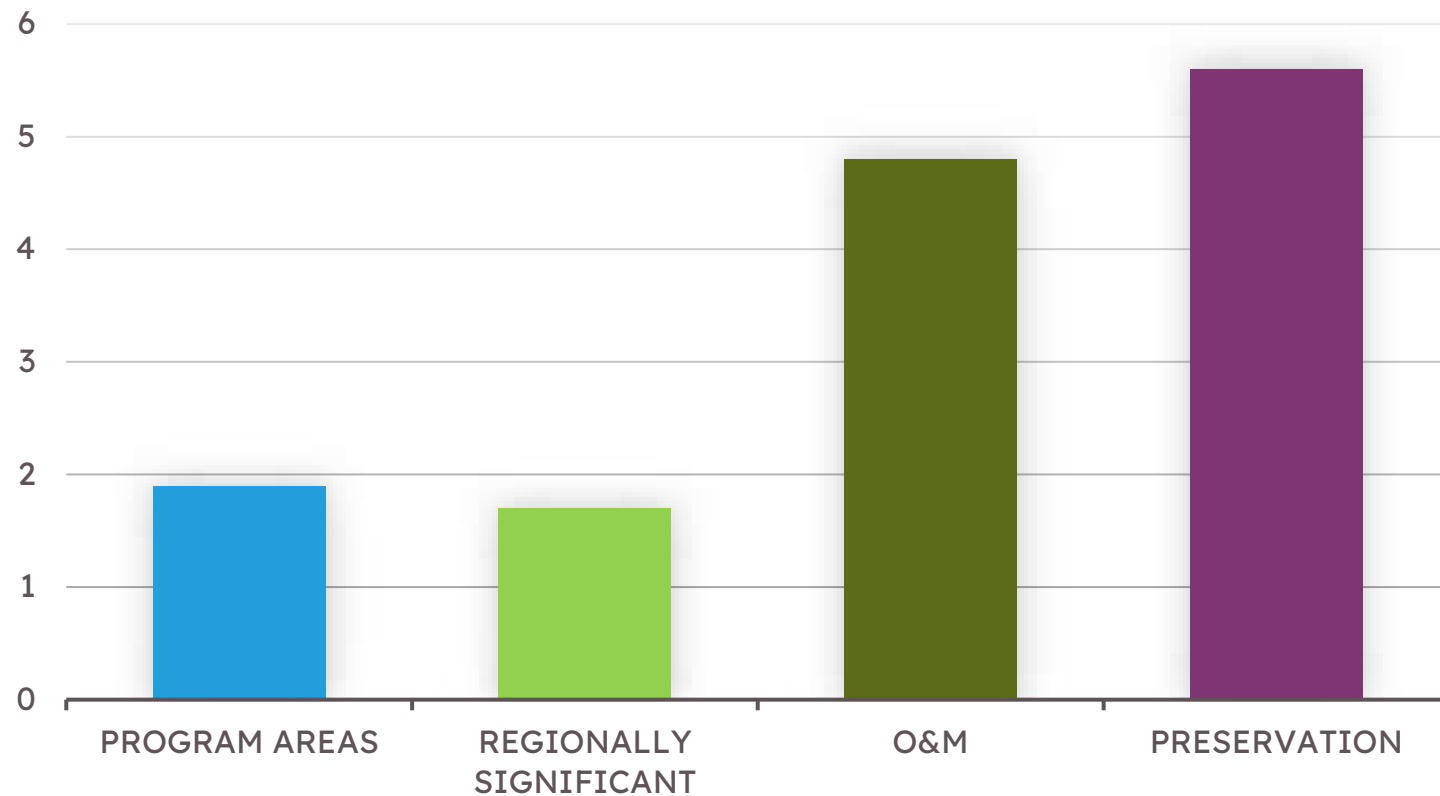
# Next Steps

- Finalize Financial Forecast
  - Final data to be included
    - Revenue assumptions with gas tax increase
  - Reduced federal revenue scenarios (-10% or -20% in 2027)
- Update project cost estimates

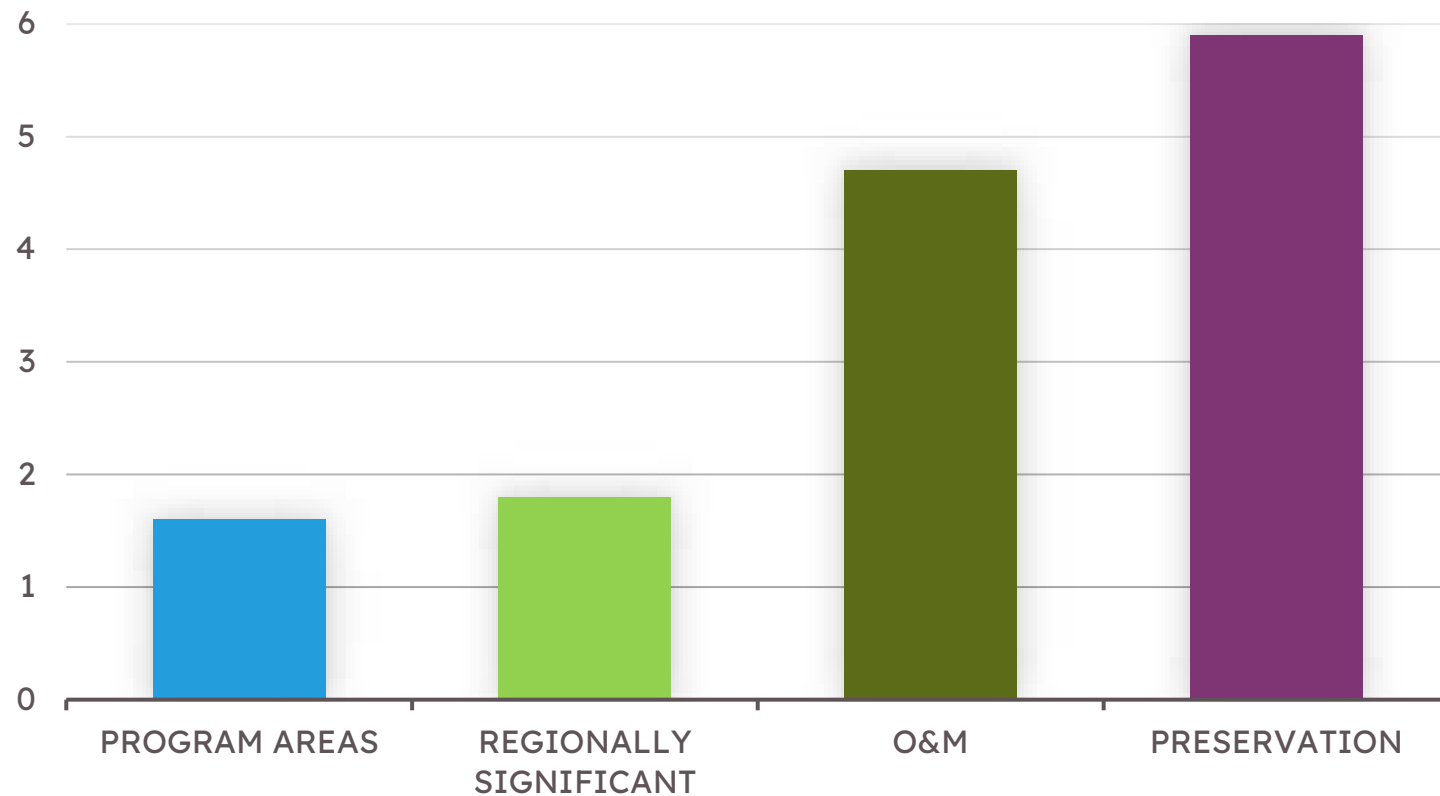
# Decide on Categories of Need



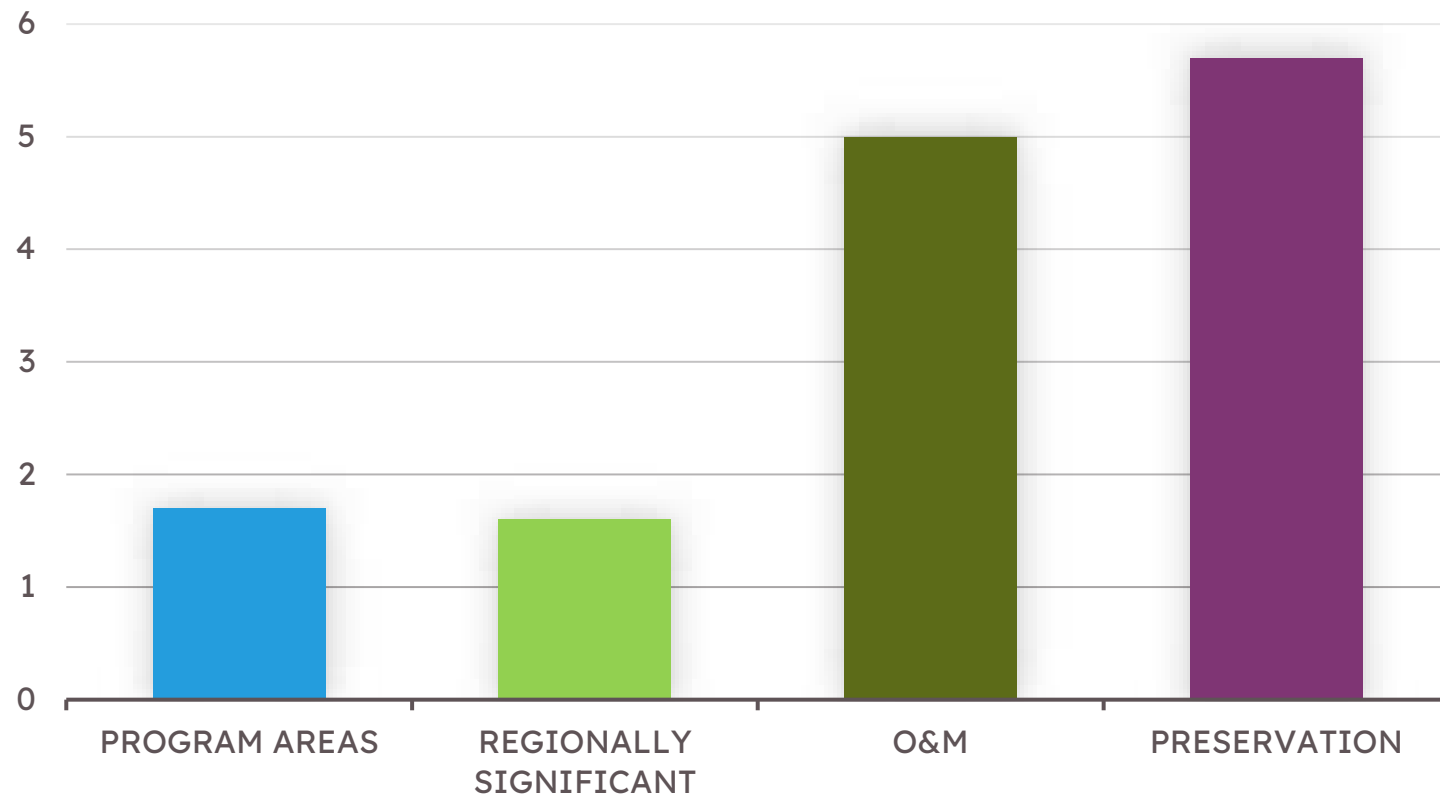
# Decide on Categories of Need



# Decide on Categories of Need



# Decide on Categories of Need



# Next Steps

- Are we on the right track? Anything missing?
- Long-term concerns?



# Timeline

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

# Comments / Questions

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509.343.6370

Thank You

**HORIZON**  
**2050**   
Spokane Metropolitan  
Transportation Plan

# Horizon 2050: Chapters 1 & 2 Draft Overview

**SRTC Board of Directors**

**Benjamin Kloskey**

**Agenda Item 9  
Page 32**

**June 12, 2025**



# Horizon 2050 Structure

Chapter 1

**WHO**  
We Are

Chapter 2

**WHERE**  
We Are

Chapter 3

**WHERE**  
We're Going

Chapter 4

**HOW**  
We'll Get There

# Chapter 1 – Overview

## General Updates

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



# 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

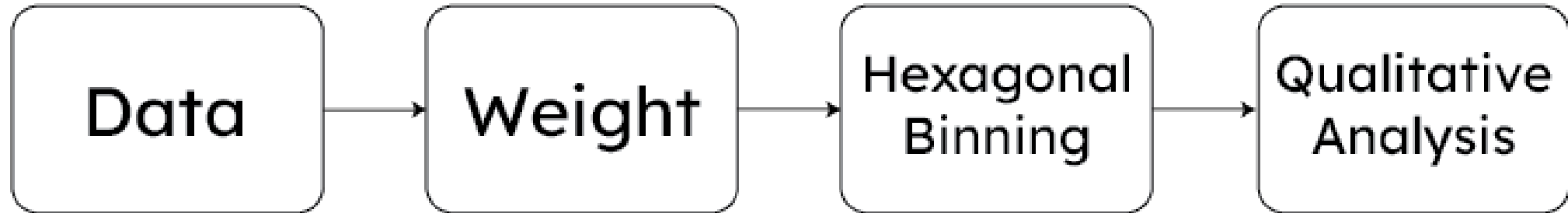
- Regional Profile
- Demographic shift
  - 2/3 of region's households are one or two person
- Indicators of Potential Disadvantage
  - Data updates to inform:
    - Unified List, Call for Projects, etc.

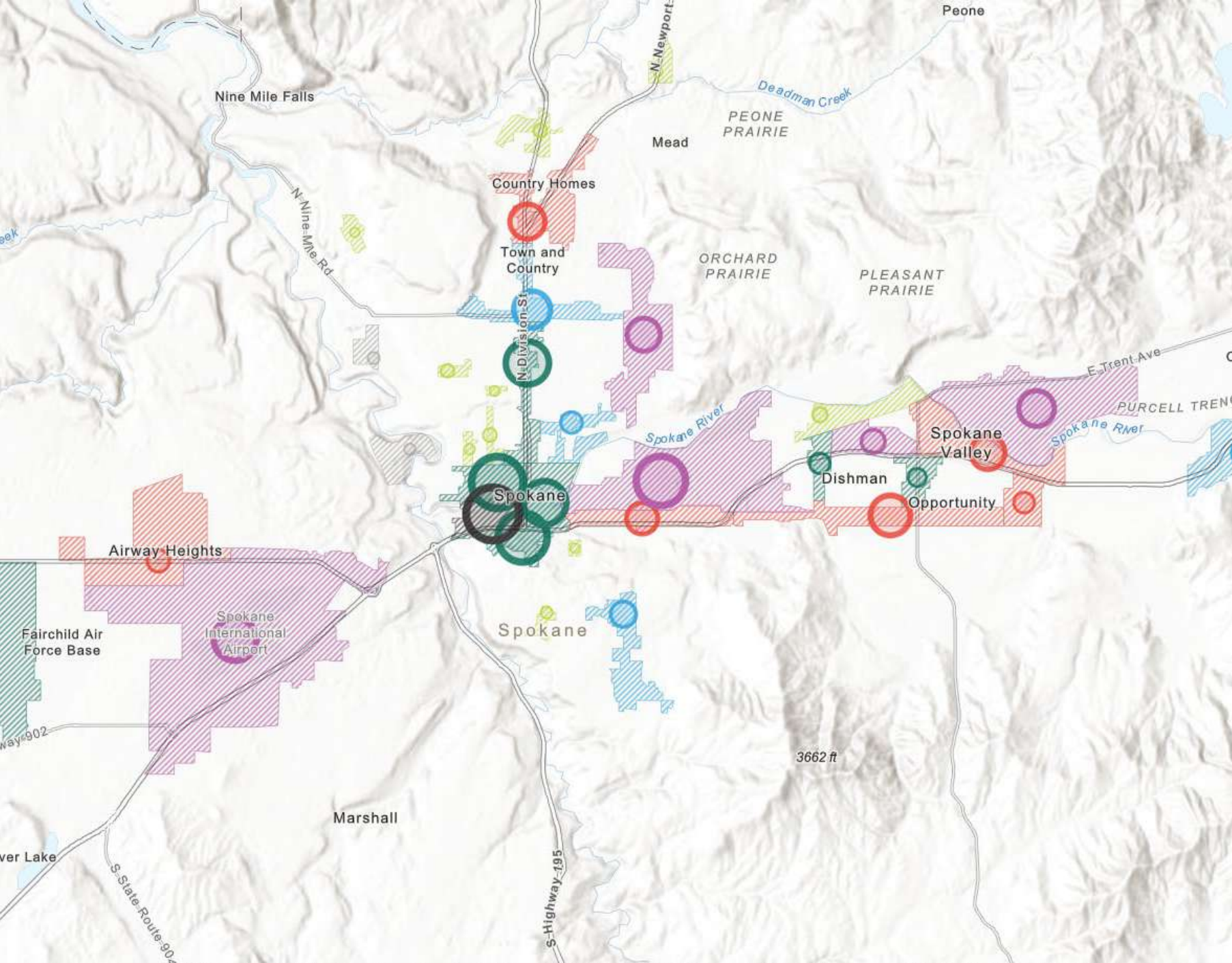
# Freight and Passenger Rail

- 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

# 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						





**Ben Kloskey**

Associate Transportation Planner II

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**Spokane Regional Transportation Council**

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(509) 343-6370 | [www.srtc.org](http://www.srtc.org)



# SS4A Application Opportunity

**SRTC Board of Directors**

**Benjamin Kloskey**

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**June 12, 2025**





# General Idea

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

Event ID : 67c0d67c7510e300125e9001   

Location

Fruitville Road & Osprey Avenue

Detected on

12-27-2025 04:17:46 PM

Speed

6 mph

Near Miss Type

Right-of-way

Detection Area

Intersection Center



Road User A



Road User B

Surrogate Safety Measures



## Vehicle-VRU Near Miss



Event ID : 67d99d975c936c001205290a   



### Location

Washington Boulevard (US-301) & Main Street

### Detected on

03-18-2025 12:21:40 PM

### Speed

15 mph

### Near Miss Type

Cutoff

### Detection Area

West Leg



### Road User A

Class: Pedestrian

### Road User B

Class: Passenger Vehicle

### Surrogate Safety Measures

PET <sup>7</sup> : 3.41s

# Purpose

- Supplement and collect safety data (and traffic data)
- Build information around already known areas of concern
  - Focusing on solving known issues
- To provide local agencies:
  - Data and **video** for grant applications (SS4A, Main Street Highways)
  - Communications with decision-makers, state officials, 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
- No need for a decision until we are awarded.

# In Conclusion

- We want to work with your agency on this potential project. Creating solutions, not new problems.
- Follow-up emails and contact sent.
  - Interest expressed from staff of several agencies.





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