



## Board of Directors Meeting Minutes

Thursday, May 08, 2025- 1:00 pm

*Please note a revision to the attendance list. In the previous version of the minutes, Megan Clark was incorrectly listed as present. Ms. Clark was unable to attend, and her colleague Patrick Keefe attended in her place.*

### # 1 Call to Order/ Excused Absences

Council Member Higgins called the meeting to order at 1:01 pm and attendance was taken.

#### Excused Absences:

Mayor Pam Haley  
*City of Spokane Valley*  
Mayor Kevin Freeman  
*City of Millwood*

Mayor Cris Kaminskis  
*City of Liberty Lake*

Commissioner Mary Kuney  
*Spokane County Commissioner*

Mr. Yost made a motion to approve excused absences. Mr. Otterstrom seconded the motion.

In attendance were:

#### Board Members:

Council Member Jennifer Morton  
*City of Airway Heights*  
Council Member Dianne Pfaeffle  
*City of Deer Park*  
Council Member Don Kennedy  
*City of Medical Lake*  
Council Kitty Klitzke  
*City of Spokane*  
Council Member Rod Higgins  
*City of Spokane Valley (Chair)*  
Daniel Clark  
*Kalispel Tribe*  
Doug Yost  
*Major Employer Rep.*  
Matt Ewers  
*Rail/Freight Rep*  
Commissioner Al French  
*Spokane County*  
Karl Otterstrom  
*Spokane Transit Authority*  
Larry Larson  
*WSDOT-ER*  
Commissioner Kelly Fukai  
*WA State Transp. Commission*

#### Guests:

Sean Messner  
*CivTech*  
Adam Jackson  
*City of Spokane Valley*  
Victor Ramos  
*Spokane Tribe*  
Jerremy Clark  
*City of Spokane Valley*  
Kelley Dolan  
*FHWA*  
Erik Lowe

#### Absent Members:

Council Member  
Vincent Barthels  
*City of Cheney*  
Council Member  
Jonathan Bingle  
*City of Spokane*  
Council Member  
Micki Harnois  
*Small Cities/Towns Rep.*

#### Staff:

Lois Bollenback  
*Executive Director*  
Eve McMenamy  
*Deputy Exec. Director*  
Patrick Keefe  
*Legal Counsel*  
Savannah Creasey  
*Comm. & PR Coor.*  
Anadia Grier  
*Admin-Executive Coor.*  
Jason Lien  
*Principal Transp. Planner*  
David Fletcher  
*Principal Transp. Planner*  
Michael Redlinger  
*Associate Transp. Planner 3*  
Ben Kloskey  
*Associate Transp. Planner 2*

#### Ex-Officio Members:

Tara Limon  
*TTC Vice Chair*



## # 2 Public Comments

Mr. Lowe expressed concern that expanding I-90 and completing the North Spokane Corridor will increase sprawl, emissions, and vehicle miles traveled while offering little benefit to underserved neighborhoods. He criticized the lack of investment in emissions and safety mitigation and predicted these projects will worsen congestion and pedestrian fatalities despite their high costs.

## ACTION ITEMS

### # 3 Consent Agenda

- a. April Board of Directors Meeting Minutes
- b. Vouchers Paid for the Month of April 2025
- c. Spokane Regional Commute Trip Reduction Plan: 2025-2029: Amendment One

Mr. Larson made a motion to approve the Consent Agenda. Council Member Kennedy seconded the motion. The motion passed unanimously.

### # 4 Congestion Management Process (CMP) – Final Draft

Mr. Fletcher requested approval of Resolution R-25-11, updating the federally required Congestion Management Process (CMP). He explained that the CMP follows an eight-step FHWA model and supports the region's continuing, comprehensive, and cooperative planning process. The update includes a report, detailed appendices on performance measures and strategies, and a network performance map to monitor corridor-level progress.

Commissioner French made a motion to approve Resolution R-25-11. Mr. Yost seconded the motion.

Mr. Ewers requested an update to the CMP network map, noting that the current alignment of Bigelow Gulch Road is not accurately depicted. Mr. Fletcher confirmed staff would review and update the road network data to match its current alignment.

The motion passed unanimously.

## INFORMATION AND DISCUSSION

### # 5 SFY 2026-2027 Unified Planning Work Program (UPWP) - Update

Ms. Bollenback provided an update on the development of the Unified Planning Work Program (UPWP), highlighting key tasks such as Horizon 2050, data collection, safety improvements, planning studies, TIP management, and public outreach. The draft was submitted to state and federal partners on March 25, with a review meeting held April 15, which included staff from STA and WSDOT-ER. Based on feedback, updates will include adding the ongoing VMT reduction efforts and a new table linking UPWP tasks to federal planning factors; the public comment period runs through May 15, with final approval by the SRTC Board expected in June.



No questions or comments.

## # 6 Horizon 2050 – Regional Priority Networks Update

Mr. Redlinger gave an update on the regional priority networks that are part of Horizon 2050, emphasizing their role in supporting the efficient movement of people and goods, fulfilling federal requirements, and aligning with SRTC's mission as both an MPO and RTPO. He outlined the four key networks: the vehicular network (including NHS and major arterials), the transit priority network (reflecting STA's long-range plans and future high-performance transit corridors), the freight priority network (covering FGTS routes, truck corridors, intermodal facilities, and major rail and air infrastructure), and the bike priority network (identifying current and future bicycle facilities).

A web map of these networks is available for local agency review; comments are requested by May 31. Updates to air and rail modes are also in progress.

In response to a question from Ms. Bollenback, Mr. Redlinger confirmed that the transit network includes future routes, with Mr. Otterstrom noting the example of the North Spokane Corridor being shown despite no current bus service.

## # 7 Horizon 2050 – Review of Financial Constraint and Project Needs

Mr. Lien provided an update on Horizon 2050, building on previous discussions and focusing on capital project needs as informed by the needs assessment. This assessment identifies projects from regional plans and studies that may be included in Horizon 2050. He emphasized the importance of understanding how the needs assessment leads to key decision-making milestones and how financial constraints shape the plan's development. Mr. Lien categorized the project areas into two main groups: programmatic and regionally significant. The remaining categories of need in Horizon 2050 are Operations & Maintenance and Preservation.

Over the next two months, the goal is to finalize the Horizon 2050 project listing and program categories, building on the work from Horizon 2045. This includes creating a financially constrained plan, ensuring that proposed projects align with projected revenue for the next 20+ years. The needs assessment project matrix will be used to evaluate consistency with SRTC's guiding principles, therefore, overall consistency with plan objectives.

A financial forecast for Horizon 2050 estimated available funding at approximately \$14 billion, slightly down from Horizon 2045's \$14.3 billion due to adjustments in local revenue projections. The forecast methodology includes projections based on historical averages, specific growth rates, or actual values.

Mr. Lien also discussed regionally significant projects, such as freeway improvements and bus rapid transit systems, which are incorporated in the travel demand model due to their regional impact. Some of the Horizon 2045 projects are complete or in progress, while others are still in early stages. New projects, including the Harvard Road reconstruction and I-90 Valley High-performance transit, were also presented for consideration as regionally significant.



In response to Commissioner Fukai's question on emerging projects like high-speed rail or light rail, Mr. Lien confirmed that Horizon 2050 will include information acknowledging potential projects, including passenger rail, although specific projects may not be named. This section will provide a vision for future projects and ensure they are considered as the plan evolves.

Mr. Lien emphasized the importance of operations, maintenance, and preservation in the transportation system. Operations and maintenance address short-term needs such as pothole repairs and snow removal, while preservation focuses on long-term needs like chip seals and overlays. Horizon 2045 allocated significant funding to these categories, and similar allocations are expected in Horizon 2050. However, the gap between what is needed and what can be funded remains a challenge.

The next steps involve finalizing the financial forecast, assigning funding targets to program categories, and reviewing potential project scenarios, which will be presented at upcoming meetings.

A key discussion focused on the trade-offs involved in funding allocation. Mr. Otterstrom raised concerns about the potential impact of funding cuts, especially regarding the highway trust fund. Mr. Lien acknowledged that exploring this scenario could be valuable. Mr. Larson suggested stress testing the plan to evaluate funding risks, and Mr. Lien agreed that while challenging, such testing could provide useful insights.

Ms. Bollenback addressed funding uncertainties, particularly with the upcoming expiration of the transportation authorization bill. She noted that the long-range plan is updated every four to five years, allowing flexibility to adapt to unforeseen changes. However, the reality remains that the funding pie is not growing, which may require prioritizing maintenance, operations, and preservation over other areas like capital project funding.

Mr. Lien also responded to Mr. Larson's question on land use by explaining that the regional model includes long-range projections for households and employment, which influence travel demand. The model reflects local planning efforts and expected distributions of households and employment at a regional scale.

Commissioner French raised concerns about managing expectations, stressing the need for realistic planning to ensure community support for the plan without discouraging people with unrealistic, high-expense projects.

Mr. Lien noted that key decisions on project scenarios would be made in the next month or two, with final project decisions expected by late June or early July. The draft plan will be released in September, with board approval for release, followed by committee recommendations in October and final Board adoption in November 2025.



## **# 8 Executive Director's Report**

No questions or comments.

## **# 9 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries**

No questions or comments.

## **# 10 Board Member Comments**

Mr. Larson provided an update on ongoing work at WSDOT. He also announced his upcoming retirement in June, marking his last meeting with the group after over 10 years of involvement with SRTC. He expressed gratitude for the community's work and the opportunity to collaborate.

Ms. Bollenback acknowledged Mr. Larson's invaluable knowledge and practical experience in transportation and congratulated him on his retirement.

Mr. Otterstrom announced a ribbon-cutting ceremony for the Mirabeau Transit Center on Wednesday, May 14, at 10 a.m. The event will mark the completion of the center, which is part of the I-90 Valley Corridor High Performance Transit Line. He mentioned ongoing work on future improvements along the corridor, including future Park and Ride and Argonne Station.

## **# 11 Chair Comments**

Council Member Higgins offered congratulations to Mr. Larson on his retirement and well wishes before the meeting was adjourned at 1:58 p.m.

---

Anadia Grier, Clerk of the Board