Spokane Regional Transportation Council

Transportation Technical Committee Meeting Minutes
Wednesday, May 28, 2025– 1:00 pm

1 Call to Order/ Excused Absences
Mr. Greene called the meeting to order at 1:00 pm and attendance was taken.

In attendance were:

Committee Members:
Luke Michaels
 City of Liberty Lake
Inga Note
 City of Spokane
Colin Quinn-Hurst
 City of Spokane
Kevin Picanco
 City of Spokane
Adam Jackson
 City of Spokane Valley
Jerremy Clark
 City of Spokane Valley
Sonny Weathers
 Small Cities/Towns Rep
Brandi Colyar
 Spokane County

Barry Greene
 Spokane County (Chair)
Jami Hayes
 Spokane County
Margee Chambers
 SRCAA
Samantha Hennessy
 SRHD
Brian Jennings
 STA
Tara Limon
 STA (Vice Chair)
Shauna Harshman
 WSDOT-ER
Glenn Wagemann
 WSDOT-ER

Staff:
Lois Bollenback
 Executive Director
Savannah Creasey
 Comm. & PR Coor.
Anadia Grier
 Admin-Executive Coor.
Jason Lien
 Principal Transp. Planner
Ryan Stewart
 Principal Transp. Planner
Michael Redlinger
 Associate Transp. Planner 3
Ben Kloskey
 Associate Transp. Planner 2

Guests:
Paul Kropp
Wende Wilber
 Kittleson
Sean Messner
 CivTech
Dhawal Kataria
 Kittleson
Jared Aranda
 NEPDA
LeAnn Yamamoto
 Commute Smart NW
Madeline Arredondo
 STA
Jamie Brush

Absent Members:
Todd Ableman
 City of Cheney
Julia Whitford
 Kalispel Tribe
Maria Cullooyah
 Spokane Tribe
Mike Pea
 WSDOT-ER
Heather Trautman
 City of Airway Heights

2 Public Comments
There were no public comments.

3 Member Comments
Members provided updates to current projects within their agency/region.

#4 Chair Report on SRTC Board Meeting
Ms. Limon gave a brief overview of May's SRTC Board meeting.

ACTION ITEMS
3 Consent Agenda
        a. Minutes of the April TTC Meeting
        b. Transportation Improvement Program (TIP) Amendment - June

Ms. Colyar motioned to approve the Consent Agenda as presented. Ms. Note seconded the motion. The motion was passed unanimously.

4 2026-2027 Biennium Unified Planning Work Program (UPWP)
Ms. Bollenback provided an update on the 2026–2027 Biennium Unified Planning Work Program (UPWP), noting that development has been underway since the beginning of the year. The program reflects input received from the TTC, TAC, and the Board. A review with federal and state partners resulted in a request to include a crosswalk table illustrating how federal planning factors are addressed; this addition was incorporated as Appendix D. The draft UPWP was made available for public review, though no comments were submitted. Ms. Bollenback emphasized the need for a recommendation of adoption to ensure the UPWP is in place by the start of the state fiscal year on July 1.

Ms. Colyar motioned to recommend the approval of the 2026-2027 Biennium Unified Planning Work Program (UPWP)as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS
5 Guest Presentation: Transit Development Plan (STA)
Ms. Arredondo presented Spokane Transit Authority's Transit Development Plan (TDP), a state-required six-year planning document that outlines how STA will address local and state transportation priorities through service changes, capital projects, and financial strategies. It also fulfills federal requirements for programming formula funds and contributes to WSDOT's annual report.

A key component is the Service Improvement Program (SIP), which outlines fixed-route service changes from 2026 to 2028. These changes reflect STA's financial projections, board-adopted plans like STA Moving Forward and Connect 2035, public input, and route performance evaluations. In 2026, efforts will focus on completing STA Moving Forward

projects and piloting service into northern Idaho. In 2027, priorities include launching Mobility on Demand pilots and completing the Argonne Station Park and Ride. In 2028, adjustments will focus on Spokane Valley service integration.

The Capital Improvement Program (CIP) includes $495 million in investments through 2030 for infrastructure and vehicle purchases. It is developed with STA's financial forecasts and assumes voter renewal of the 2016 sales tax measure by late 2028. Without this renewal, future capital and service plans are not feasible. The CIP also includes the federally required Program of Projects (POP), identifying how 5307, 5310, and 5339 formula funds will be used for maintenance, mobility services, and vehicle acquisitions.

Highlighted projects include the Wellesley High Performance Transit (HPT) corridor, improving service between SCC and SFCC, and Argonne Station along the I-90/Valley HPT Corridor, which will feature boarding bays, signal upgrades, pedestrian improvements, and coach support facilities. Both are pending additional state and federal funding.

The draft TDP is available online for public input. Public engagement opportunities include a virtual open house on June 5, an in-person open house at the Plaza on June 9, and meetings with advisory committees and the SRTC Board. A public hearing is scheduled for June 26, with STA Board adoption expected on July 24.

There were no questions or comments.

 # 6 2027-2029 Call for Projects Preliminary Results
Mr. Stewart provided an update on the 2027-2029 Call for Projects, noting that nearly $40 million in federal funding is available. The Board-approved principles of investment include off-the-top set-asides for the Spokane Regional Transportation Management Center operations ($2.78 million), SRTC planning efforts ($1.5 million), a comprehensive I-90 corridor study ($800,000), $1.35 million for small towns under 5,000 population, and $8.2 million reserved for preservation projects with application limits.

Applications, due in April, were scored by a team of TTC and TAC members along with SRTC staff, using qualitative and GIS-based methods. Ranking accounts for project eligibility by funding type, delivery schedules to meet obligation targets, and geographic distribution to ensure fairness. Preliminary rankings and funding recommendations, including some partial awards, were presented.

The City of Spokane has requested a potential funding swap between two projects, which is under review pending committee input. Preservation projects received strong funding approval, with some partial awards still under discussion. Mr. Stewart thanked applicants for their efforts and invited feedback on the process. Final funding decisions await Board approval.

Mr. Picanco noted that many projects, including the Ray Street item, were submitted under

the NHS Asset Management and Preservation programs. Since the funding decisions for these programs are still pending, there may be a need to adjust project priorities.

Mr. Stewart encouraged members to share any updates as they work toward finalizing the project list. He outlined the next steps: a TIP working group meeting on June 10, a presentation of preliminary results to the Board on June 12, the TTC's recommendation on June 25, and final Board approval on July 10. Approved projects will then be included in the next TIP, which will undergo public outreach and comment in October.

 # 7 VMT Reduction Framework and Comprehensive Plan Certification Process Update
Mr. Stewart introduced Ms. Wilbur to present Spokane County's Vehicle Miles Traveled (VMT) analysis, focusing on future travel trends and reduction strategies aligned with greenhouse gas goals. Ms. Wilbur stressed the importance of annual VMT monitoring using the Highway Performance Monitoring System (HPMS) and highlighted equity concerns, noting rural challenges with longer trips and limited transit access. Strategies must avoid harming disadvantaged communities.

Mr. Kataria outlined three VMT scenarios: Business as Usual, Meeting Statewide VMT Goals, and Horizon 2050's Land Use Model. Business as Usual projects stable per capita VMT through 2050 based on current trends. The statewide goals scenario calls for a steep VMT reduction by 2050, but is likely unrealistic for Spokane's urban-rural mix. The Horizon 2050 scenario factors in regional growth and transportation improvements.

Findings recommend continuing annual VMT monitoring with HPMS, collaborating with local jurisdictions to set regional goals supporting the Growth Management Act, and awaiting WSDOT guidance on targets. Equity analysis advises focusing strategies on reducing travel costs and times, enhancing transit and active transportation access for disadvantaged groups, and promoting broadband, telecommuting, and custom transit in rural areas.

Mr. Kataria reviewed potential strategies: transit and active transportation enhancements, land use reforms, commuter benefits, demand management, parking reforms, VMT impact fees, and road pricing. Ms. Wilbur emphasized tailoring approaches to local contexts rather than one-size-fits-all solutions.

Ms. Note raised concerns about inconsistencies between WSDOT's and Spokane County's level of service standards, especially regarding signal timing and multimodal level of service. Ms. Wilbur explained that a meeting with WSDOT is in progress to address these issues.

Next steps include a revised draft plan by June 11, Board review on June 12, and final plan available on June 24.

 # 8 Horizon 2050 – Project Bucket Scenarios
Mr. Lien presented the Horizon 2050 project bucket scenarios, building on last month's discussion of Categories of Need. Horizon 2050 will be a financially constrained plan, with

expenditures capped by forecasted revenue over the next 25 years. The goal is to match funding with regional transportation needs, including an assessment of the backlog of unfunded transportation needs.

The preliminary financial forecast estimates about $14 billion in total funds available through 2050, slightly lower than the $14.3 billion projected in Horizon 2045 due to recent local funding trends. Spending categories include program areas (capital projects excluding operations, maintenance, and preservation), regionally significant projects, operations and maintenance, and preservation.

In Horizon 2045, preservation and operations & maintenance account for the majority of spending (41% and 35%), while regionally significant projects and program areas each make up roughly 12%.

Program areas cover capital projects organized into buckets like active transportation, bridges, planning, road capital, safety and security, transportation demand management (TDM), transit, and transportation systems management and operations (TSMO). Horizon 2050 will update illustrative projects and possibly funding targets in these areas.

Regionally significant projects include principal arterials or higher, projects that impact freeway capacity or interchanges, fixed transit services, and other Board-designated projects. These projects are integrated into the travel demand model to assess their regional impact.

Three scenarios were presented for the different categories of need:

Scenario A carries forward and updates Horizon 2045's regionally significant project list and maintains similar funding splits among the other categories.

Scenario B updates the regionally significant project list and adjusts program funding targets based on public and Board input. The Bridge funding target decreases slightly to increase safety & security as well as planning funds.

Scenario C prioritizes increased funding for operations, maintenance, and preservation, reducing funding for other categories to stay within the forecasted budget.

The regionally significant project list is divided into short-term (next six years) and long-term (seven years and beyond) projects. Completed projects like the Bigelow Gulch Connector and parts of the North Spokane Corridor were removed from the short-term list. Remaining Horizon 2045 projects continue, with additions including Harvard Road Reconstruction Phase 2 and the I-90 Valley High Performance Transit project with associated park-and-ride facilities.

For the long-term list, the Pines Road/BNSF Grade Separation project was proposed for removal due to engineering challenges and low priority. The Argonne Park & Ride appears folded into the I-90 Valley High Performance Transit project, pending confirmation. New

projects include the Craig Road/I-90 Four Lakes Connection and the Harvard Road BNSF Grade Separation.

"Regionally significant" does not necessarily mean higher priority but refers to projects that significantly impact the regional transportation system and therefore are included for modeling purposes.

Illustrative projects in program areas include regional trail improvements and Division Bus Rapid Transit AT improvements (active transportation), 18th/21st Avenue Extension and South Barker Road Corridor (road capital), Wellesley High Performance Transit and STA's clean energy bus base (transit), and I-90 corridor intelligent transportation system projects (TSMO).

Next steps include finalizing the financial forecast and considering a reduced revenue scenario, updating project cost estimates, and refining categories of need. Scenario B is recommended by staff. Further data on operations, maintenance, and preservation will be collected. The updated scenarios will be reviewed in committees in June and by the Board in July. A draft plan will be released in September for public comment, with Board adoption targeted for November.

No questions or comments.

9 Horizon 2050 – Chapters 1 & 2 Overview

Mr. Kloskey presented an overview of Horizon 2050 Chapters 1 and 2. Chapter 1 focuses on what roles SRTC serves in the region, and highlights aspects of what makes Spokane unique, both geographically and demographically. Chapter 2, which sees more substantial updates, focuses on existing regional conditions with updates to data, demographics, and challenges. It highlights commuting trends, pavement conditions, and demographic shifts, noting that two-thirds of households now consist of one or two people. Updated indicators of potential disadvantage guide funding decisions in programs like the Unified List and Call for Projects.

Transportation mode data has been refreshed, including active transportation counts, public transit information from Spokane Transit Authority, freight network updates, and expanded coverage of freight and passenger rail. The rail section highlights local short-line operations such as WSDOT's Palouse and Coulee City line and regional initiatives like the Big Sky North Coast Corridor, a proposed daylight passenger rail route linking Spokane, the Midwest, and Seattle. The Regional Infrastructure Accelerator program supports projects by providing technical and financial assistance to speed delivery.

A major update in Chapter 2 is the detailed analysis of regional activity centers, combining weighted data on employment, population, trips, land use, traffic, transit, and freight interpolated into 80-acre hexagonal bins. This quantitative analysis was verified through qualitative "ground-truthing" and categorizes centers by type, including special use areas like Veterans Hospital and local colleges, which stand apart geographically but show high activity.

Transportation Demand Management updates include employer-submitted data from 101 organizations, indicating the CTR program reduces about 850,000 vehicle miles and 785,000 tons of air pollution weekly. Ongoing challenges include jurisdictional boundaries that complicate seamless commuting options.

The update process remains on track, with Chapters 1 and 2 scheduled for Board review in June, Chapters 3 and 4 in July, and the full draft release expected in September, allowing time for stakeholder feedback.

No questions or comments.

10 2025 SS4A Grant Application – Proposal Ideas
Mr. Kloskey outlined plans to apply for an SS4A grant by leveraging AI camera technology to improve safety on the High Injury Network and related areas. They are exploring vendors like DERQ, which provide data on near-misses, red light violations, and other traffic safety issues. The goal is to collect detailed safety and traffic data and build dashboards to support grant applications and communicate with decision-makers using impactful video evidence.

The focus is on supplementing existing data for known problem areas to help secure funding for safety improvements, such as through SS4A or Main Street Highways grants. Options for vendor involvement range from full installation to cooperative efforts with local public works. The application deadline is June 26th.

Mr. Clark asked if SRTC is pursuing funding to deploy cameras and collect near-miss data. Mr. Kloskey confirmed, noting this effort supports the Regional Safety Action Plan's data collection goals. Ms. Note acknowledged interest but raised concerns about staff capacity and existing issues.

Mr. Kloskey assured that SRTC aims to reduce local workload, offering options like using contractors or leveraging existing cameras. Ms. Note supported the contractor approach due to staffing constraints.

INFORMATION (NO PRESENTATION)
11 Agency Update
Mr. Stewart shared that WSDOT is requesting MPOs and RTPOs to provide 10-year capital preservation needs for NHS bridges and pavement through 2036—both funded and unfunded. SRTC will coordinate with local agencies this summer to gather forecasts and prepare a consolidated estimate for WSDOT, due in November. No specific format or methodology is required, and a brief WSDOT presentation is expected later this summer.

There being no further business, the meeting was adjourned at 2:25 PM

_____
Anadia Grier, Clerk of the Board