



# Spokane Regional Transportation Council

TAC MEETING 06/25/2025  
CONSENT AGENDA

AGENDA ITEM 3a

## Transportation Advisory Committee Meeting Minutes

Wednesday, May 28, 2025- 3:00 pm

*This version corrects the record to reflect one excused absence and includes an attendee previously omitted.*

### # 1 Call to Order/ Excused Absences

Mr. Vose called the meeting to order at 3:00 pm and attendance was taken.

#### **Excused Absence:**

Ann Winkler  
Kim Zentz

In attendance were:

#### **Committee Members:**

Michael Ankney (Vice Chair)  
John Barber  
Raychel Callary  
David Eash  
Charles Hansen  
Carlie Hoffman  
Paul Vose (Chair)  
Bill White  
Katie Mebly

#### **Absent Members:**

Mark Johnson  
Todd Williams

#### **Guests:**

Wende Wilber  
*Kittelson*  
Madeline Arredondo  
*STA*  
Jamie Brush

#### **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*



## # 2 Public Comments

There were no public comments.

## # 3 Member Comments

There were no member comments.

## #4 Chair Report on SRTC Board Meeting

Mr. Vose gave a brief overview of May's SRTC Board meeting.

## ACTION ITEMS

### # 3 Consent Agenda

- a. Minutes of the April TAC Meeting
- b. Transportation Improvement Program (TIP) Amendment - June

***Mr. Barber moved to approve the Consent Agenda. Mr. Eash seconded the motion. The motion was passed unanimously with a note to amend the attendance list in the April Minutes to include members who had requested an excused absence.***

### # 4 2026-2027 Biennium Unified Planning Work Program (UPWP)

Ms. Bollenback shared an update on the 2026-2027 Biennium Unified Planning Work Program (UPWP), highlighting that development began early in the year and incorporates feedback from the TTC, TAC, and Board. During a review with federal and state partners, a request was made to include a crosswalk table showing how federal planning factors are addressed, which was added as Appendix B. Although the draft UPWP was released for public comment, no feedback was received. Ms. Bollenback stressed the importance of recommending adoption to ensure the program is in place by the July 1 start of the state fiscal year.

There were no questions or comments.

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

## INFORMATION AND DISCUSSION ITEMS

### # 5 Guest Presentation: Transit Development Plan (STA)

Ms. Arredondo gave an overview of Spokane Transit Authority's (STA) Transit Development Plan (TDP), a six-year plan required by the state that outlines how STA will improve public transit through service updates, major projects, and financial planning. The plan also meets federal requirements for funding and contributes to the state's annual transportation report.

A major part of the TDP is the Service Improvement Program, which outlines planned changes to bus service from 2026 to 2028. These changes are based on STA's budget projections, public input, past performance, and adopted plans like STA Moving Forward and Connect 2035. In 2026, STA will focus on completing current projects and testing a new route into northern



Idaho. In 2027, priorities include trying out flexible, on-demand services and completing the Argonne Station Park and Ride. In 2028, adjustments will focus on improving connections in Spokane Valley.

The Capital Improvement Program proposes \$495 million in investments through 2030 for vehicles, facilities, and infrastructure. These investments depend on continued financial support, including the renewal of the 2016 sales tax measure by late 2028. Without that renewal, many of STA's future plans won't be possible. The program also explains how federal transit funds will be used for vehicle maintenance, upgrades, and services for seniors and people with disabilities.

Key projects include improving bus service between Spokane Community College and Spokane Falls Community College through the Wellesley corridor, and building out Argonne Station along the I-90 corridor with safer crossings, traffic signal upgrades, and better facilities for riders and buses. These projects still require additional state and federal funding to move forward.

The [draft TDP](#) is available online for public comment. Engagement opportunities include a virtual open house on June 5, an in-person open house at the STA Plaza on June 9, and meetings with various advisory groups and the SRTC Board. A public hearing is scheduled for June 26, and the STA Board is expected to adopt the final plan on July 24.

There was brief discussion among members regarding future service planning, project timelines, and public outreach. Ms. Arredondo addressed these questions and agreed to provide further information where needed.

## **# 6 2027-2029 Call for Projects Preliminary Results**

Mr. Stewart gave an update on the 2027-2029 Call for Projects, explaining that about \$40 million in federal funding is available to support local transportation projects. The SRTC Board previously approved a set of funding priorities, which include specific amounts set aside for things like operating the regional traffic management center, supporting SRTC's planning work, conducting a major study of the I-90 corridor, helping small towns with populations under 5,000, and funding road preservation projects.

Applications were submitted in April and reviewed by a team made up of TTC and TAC members and SRTC staff. Projects were scored based on funding eligibility, timelines for completion, and fair distribution across the region. Early rankings and funding recommendations were shared, with some projects receiving full or partial funding.

The City of Spokane requested a possible funding exchange between two of its projects, which is being considered with input from the committees. Preservation projects were well-supported overall, though some are still under review for final funding levels.

Mr. Stewart outlined the next steps: a TIP working group meeting on June 10, a presentation



to the Board on June 12, TAC recommendation on June 25, and final approval from the Board on July 10. Once approved, the selected projects will be added to the next Transportation Improvement Program (TIP), which will go out for public comment in October.

There were no questions or comments.

## **# 7 VMT Reduction Framework and Comprehensive Plan Certification Process Update**

Ms. Wilbur presented Spokane County's Vehicle Miles Traveled (VMT) analysis, focusing on future travel trends and strategies to reduce VMT in line with greenhouse gas reduction goals. She emphasized the importance of tracking VMT annually using the Highway Performance Monitoring System (HPMS) and highlighted equity concerns, noting that rural areas face challenges such as longer trips and limited transit options. Strategies should avoid negatively impacting disadvantaged communities.

Three VMT scenarios were outlined: Business as Usual, Meeting Statewide VMT Goals, and Horizon 2050's Land Use Model. The Business as Usual scenario projects stable per capita VMT through 2050 based on current trends. The statewide goals scenario aims for a significant VMT reduction by 2050 but may be unrealistic given Spokane's mix of urban and rural areas. The Horizon 2050 scenario considers regional growth and planned transportation improvements.

The analysis recommends continuing annual VMT monitoring with HPMS, working with local jurisdictions to set regional goals that align with the Growth Management Act, and waiting for guidance from WSDOT on target setting. The equity review suggests focusing on reducing travel costs and times, improving transit and active transportation access for disadvantaged populations, and promoting broadband access, telecommuting, and tailored transit services in rural communities.

Potential strategies include enhancing transit and active transportation, land use changes, commuter benefits, demand management, parking reforms, VMT impact fees, and road pricing. Ms. Wilbur stressed the importance of customizing these strategies to fit local needs rather than applying a one-size-fits-all approach.

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

There were no questions or comments.

## **# 8 Horizon 2050 – Project Bucket Scenarios**

Mr. Lien presented Horizon 2050 project funding scenarios, following up on last month's discussion about the region's transportation needs. Horizon 2050 will be a financially constrained plan, meaning the total spending will be limited to the forecasted revenue available over the next 25 years. The goal is to balance funding with regional priorities, including acknowledging the backlog of projects that currently lack funding.



The preliminary financial forecast estimates about \$14 billion will be available through 2050, slightly less than the \$14.3 billion projected in the previous Horizon 2045 plan due to recent trends in local funding. Spending is divided into four categories: program area capital projects (excluding operations & maintenance and preservation), regionally significant projects, operations & maintenance, and preservation.

In the Horizon 2045 plan, most spending went toward preservation (41%) and operations & maintenance (35%), while regionally significant projects and other capital programs each made up about 12%.

Capital projects are grouped into “program areas” such as 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 the list of illustrative projects and revisit the funding targets in these areas.

Regionally significant projects include capacity increases on major roads like principal arterials and freeways, fixed transit routes, and other projects designated by the Board. These projects are modeled to understand their impact on the regional transportation system.

Three scenarios were presented for the different categories of need:

Scenario A carries forward and updates the Horizon 2045 regionally significant projects and maintains similar funding allocations in the other categories.

Scenario B updates the regionally significant project list and adjusts program area funding targets based on public and Board feedback, slightly reducing bridge funding to increase safety & security as well as planning funds.

Scenario C focuses on increasing funding for operations, maintenance, and preservation, cutting back on other areas to stay within the forecasted budget.

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

For the long-term list, the Pines Road/BNSF Grade Separation project was proposed for removal due to engineering difficulties and low priority. The Argonne Park & Ride is included as part of the I-90 Valley High Performance Transit project, pending confirmation. New projects added are the Craig Road/I-90 Four Lakes Connection and the Harvard Road BNSF Grade Separation.





The term “regionally significant” refers to projects that have a major impact on the regional transportation network, not necessarily higher priority projects.

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

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

There were 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 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.

Members asked general questions about the proposed grant. The discussion included whether the technology can determine fault in incidents, potential collaboration with other agencies, and details about the grant scope and funding. The project scope is still in its early stages, with plans to install cameras at several intersections, and the grant would support a limited-term demonstration and data collection effort.

## **INFORMATION (NO PRESENTATION)**

### **# 11 Agency Update**

There were no agency updates.

There being no further business, the meeting was adjourned at 3:25 PM

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Anadia Grier, Clerk of the Board