



Board of Directors Meeting Minutes

Thursday, June 12, 2025– 1:00 pm

1 Call to Order/ Excused Absences

Mayor Kaminskis called the meeting to order at 1:03 pm and attendance was taken.

Excused Absences:

Karl Otterstrom <i>STA</i>	Council Member Rod Higgins <i>City of Spokane Valley</i>	Commissioner Al French <i>Spokane County</i>
Doug Yost <i>Major Employer Rep.</i>	Council Member Jennifer Morton <i>City of Airway Heights</i>	

Council Member Klitzke made a motion to approve excused absences. Mr. Barthels seconded the motion. The motion passed unanimously.

In attendance were:

Board Members:

Council Member Vincent Barthels
City of Cheney
Council Member Dianne Pfaeffle
City of Deer Park
Mayor Cris Kaminskis
(Vice Chair)
City of Liberty Lake
Council Tony Harbolt
City of Medical Lake
Mayor Kevin Freeman
City of Millwood
Council Member Kitty Klitzke
City of Spokane
Daniel Clark
Kalispel Tribe
Matt Ewers
Rail/Freight Rep
Council Member Micki Harnois
Small Towns Rep.
Commissioner Mary Kuney
Spokane County
Char Kay
WSDOT-ER
Commissioner Kelly Fukai
WA State Transp. Commission

Guests:

Wende Wilber
Kittleson
Inga Note
City of Spokane
Colin Quinn-Hurst
City of Spokane
Jeremy Clark
City of Spokane Valley
John Alder
Leann Yamamoto
Commute Smart NW
Kelley Dolan
FHWA
Brian Jennings
STA
Madeline Arredondo
STA
Erik Lowe
Joe Tortorelli

Absent Members:

Council Member
Jonathan Bingle
City of Spokane
Mayor Pam Haley
City of Spokane Valley

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Exec. Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1

Absent Members:

Council Member
Cecilia Evans
Spokane Tribe

Ex-Officio Members:

Barry Greene
TTC Chair



2 Public Comments

Mr. Erik Lowe from Spokane Reimagined shared remarks from a recent event with Governor Ferguson, where he asked how the North Spokane Corridor aligns with efforts to reduce vehicle miles traveled (VMT). He noted that the response provided by Representative Leonard Christian did not directly address VMT reduction. Mr. Lowe encouraged SRTC to continue emphasizing VMT reduction in the Horizon 2050 planning process, citing its importance for achieving long-term climate and safety goals.

ACTION ITEMS

3 Consent Agenda

- a. May Board of Directors Meeting Minutes
- b. Vouchers Paid for the Month of May 2025
- c. Transportation Improvement Program (TIP) Amendment – June

Council Member Klitzke made a motion to approve the Consent Agenda. Council Member Barthels seconded the motion. The motion passed unanimously.

4 2026-2027 Biennium Unified Planning Work Program and Funding Agreement

Ms. Bollenback presented the 2026-2027 Unified Planning Work Program (UPWP), which outlines the work and activities to be accomplished as part of SRTC's funding agreement with WSDOT. It covers both state and federal funds and spans a two-year period of time. This UPWP reflects the shift to a Consolidated Grant program, which combines federal transit and highway funds into one allocation, removing the need for separate transit clauses.

Key changes in the funding agreement include raising the audit threshold to \$1 million, adding language about contract termination if funding ends, and removing references to limited English proficiency and environmental justice to align with current executive orders. Clarifications were also made around the Disadvantaged Business Enterprise (DBE) program and the added language related to the False Claims Act. Legal counsel reviewed the agreement and reported no concerns. We also conferred with other MPOs who are moving forward with adoption.

In response to agency feedback, a crosswalk table showing how federal planning factors are addressed was added as Appendix D. The draft was posted for public comment, with no comments received. Ms. Bollenback noted that both the TTC and TAC recommended adoption, and she emphasized the need to have the UPWP in place by July 1.

Council Member Barthels made a motion to approve the Resolution (R-25-13) adopting the Biennium UPWP and Funding Agreement. Council Member Klitzke seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

5 Guest Presentation: Transit Development Plan (STA)



Ms. Arredondo presented Spokane Transit Authority's draft Transit Development Plan (TDP), a state-required six-year document outlining how STA will support local and statewide transportation goals through service improvements, capital projects, and financial planning. The TDP also meets federal funding requirements and contributes to WSDOT's annual report.

A key component is the Service Improvement Program, which outlines fixed-route service changes from 2026 to 2028. These updates are shaped by financial forecasts, adopted plans like STA Moving Forward and Connect 2035, public input, and performance data. In 2026, service improvement priorities include completing STA Moving Forward projects to pilot service into northern Idaho. In 2027, efforts will focus on Mobility on Demand pilots and completing the Argonne Station Park and Ride. In 2028, changes will aim to improve service integration in Spokane Valley.

The Capital Improvement Program proposes \$495 million in infrastructure and fleet investments through 2031. These projections depend on the renewal of STA's 2016 sales tax measure by late 2028; without it, future service and capital plans would not be sustainable. The CIP also includes the federally required Program of Projects, outlining how funds will support maintenance, accessibility, and vehicle acquisitions.

Notable capital improvement projects include the Wellesley High Performance Transit (HPT) corridor between SCC and SFCC, contingent on additional state and federal funding, and the Argonne Station on the I-90/Valley HPT Corridor, which will feature upgraded boarding areas, signal improvements, pedestrian access, and coach support facilities.

The draft TDP is available online for public comment. Opportunities for input have included open houses and presentations to advisory committees and the SRTC Board. A public hearing is scheduled for June 26, with final STA Board action expected on July 24. Public comments will be accepted in person or virtually during the hearing. Comments may also be submitted in advance through the online comment form and must be received by 4:00 PM on June 25, 2025.

Council Member Barthels asked if a parking estimate was available for Argonne Station. Ms. Arredondo replied that the estimate is still in progress.

6 2027-2029 Call for Projects Preliminary Results

Mr. Stewart provided an update on the 2027-2029 Call for Projects, noting that available federal funds now total approximately \$40 million, slightly higher than the original estimate. These funds are forecasted based on annual allocations, with some uncertainty still surrounding specific programs. As previously approved by the Board, investment principles include set-asides for the Spokane Regional Transportation Management Center (\$2.78 million), SRTC planning efforts including an I-90 corridor study (\$800,000), small towns under 5,000 residents (\$1.35 million), and preservation-only projects (\$8.2 million).

Applications were due in April and were scored by a review team made up of TTC and TAC members, as well as SRTC staff. Projects were ranked based on score, funding eligibility, delivery



timelines to meet annual obligation targets, and geographic balance. Preservation conditions were verified through field reviews.

Preliminary results were presented using simplified tables for clarity. Mr. Stewart noted a request from the City of Spokane to shift funding from the Pacific Avenue Greenway Phase 2 to the Fish Lake Trail to Centennial Trail Connection Phase 2. City staff believe the Fish Lake Trail project is a better fit for this round of funding and that the Pacific Avenue project is eligible for other sources.

During the review of preservation projects, Mr. Stewart shared that 8 out of 13 applications received at least partial funding. The City of Spokane also requested reallocation from a partially funded Ray Street project to the Monroe Street project, which may be more viable given ongoing funding opportunities through the NHS Asset Management Program.

Ms. Kay inquired about the Airway Heights US 2 Phase 2 Pedestrian & Multi-Modal Enhancements project, which scored well but was not funded. Mr. Stewart explained that Phase 1 had already received \$5 million and that, to maintain regional equity, Phase 2 was not included. He also clarified that the project had exhausted the available urban large STBG funding.

Ms. McMenamy added that some top-scoring projects, such as Sullivan/Trent and US 2 Phase 1 Pedestrian and Multimodal Enhancements, still need significant additional funding. It's difficult to predict the timing of those future funding awards that will help move those projects to completion. To manage risk, staff recommend prioritizing a balance of ready-to-go projects versus projects seeking additional funding to ensure obligation targets are met annually. Meeting annual obligation targets helps position the region for additional redistributed obligation opportunities and to avoid penalties.

Ms. Bollenback asked if projects receiving outside funding later would free up dollars for others. Mr. Stewart confirmed this and noted that the Board will adopt both a final funded list and a contingency list. If additional funding becomes available, the contingency list will guide next steps.

Mr. Stewart outlined the timeline ahead: TTC will make its recommendation on June 25, and the Board is expected to take final action on July 10. Approved projects will be included in the next TIP, to be developed in August and September, followed by a public comment period ending in October.

7 VMT Reduction Framework and Comprehensive Plan Certification Process Update

Mr. Stewart introduced Ms. Wilbur from Kittelson & Associates to provide a presentation on the VMT Reduction Framework Plan, developed with WSDOT funding. He noted the plan builds on SRTC's participation in a statewide initiative to explore strategies for reducing vehicle miles traveled (VMT) as a tool to lower greenhouse gas emissions.

Ms. Wilbur explained that the project includes two parts: updating SRTC's Comprehensive Plan Review Manual and evaluating regional VMT trends and strategies. The manual update responds to recent changes in the Growth Management Act, including new requirements related to climate



resilience, ADA transition planning, equity, and multimodal level of service. It also reflects updated SEPA exemptions for infill housing, guidance from WSDOT, and a stronger emphasis on consistency with state standards for highways of statewide significance. Research into peer agencies confirmed that other MPOs are similarly revising their processes to align with these shifts.

SRTC's role in plan review will focus on whether local jurisdictions include VMT reduction strategies and maintain consistency with WSDOT level of service standards. Agencies are not required to set specific VMT targets—only to demonstrate strategies that support reductions.

To understand future trends, three scenarios were modeled. Under a business-as-usual forecast, VMT per capita increases modestly from 17.16 in 2023 to 17.62 by 2050. A second scenario aligned with WSDOT's statewide goal projects a steep drop to 11.8 by 2050, which is unlikely to be feasible for Spokane County's urban-rural mix. A third scenario based on Horizon 2050 growth forecasts results in a VMT per capita of 19.8 by 2050, reflecting population and employment increases.

Data limitations remain a challenge. Although Replica data was reviewed, SRTC will continue relying on the federally maintained Highway Performance Monitoring System (HPMS) for consistency with state and peer agency practices.

Ms. Wilbur highlighted that the most effective strategies to reduce VMT include continued investment in transit, pedestrian and bicycle infrastructure, and compact land use. Additional strategies such as commuter benefits, parking reforms, and road pricing may have a smaller impact, especially in less dense areas. Rural communities will require tailored approaches such as broadband expansion, telecommuting options, and specialized transit services.

The final plan is expected by June 24, with input from WSDOT, STA, and the City of Spokane still being incorporated. The plan will go before the TAC and TTC in August for recommendation, with Board adoption anticipated in September.

8 Horizon 2050 – Project Bucket Scenarios

Mr. Lien provided an update on the Horizon 2050 project bucket scenarios, which focus on developing a fiscally constrained long-range transportation plan guided by a \$14 billion revenue forecast through 2050. The plan organizes funding into four categories: regionally significant projects, program areas, preservation, and operations and maintenance. As with Horizon 2045, most of the funding is expected to support system preservation and maintenance, while the remaining share will go toward capital investments.

He outlined three scenarios for how the funding could be allocated. All scenarios incorporate updates to the list of regionally significant projects. The first scenario keeps the current funding proportions mostly intact, minimizing disruption. The second reflects input from the public and board feedback by increasing investment in areas like safety, planning, and transportation demand management, with small reductions in other areas to balance the changes. The third explores shifting more resources toward preservation and operations, based on growing needs in those areas.



Several board members offered input. Ms. Kay asked whether the safety and security category could receive more than the proposed 7 percent, noting regional safety concerns and suggesting a stronger policy focus. Mr. Lien acknowledged the overlap between project categories and the challenge of clearly separating safety components from broader capital projects. Council Member Klitzke asked whether the public survey accounted for the varying costs of different project types. Mr. Lien explained that participants were given category descriptions and baseline funding levels but were not shown project costs due to wide variability. Ms. Bollenback added that while funding across categories must total 100 percent, flexibility varies, especially for federal transit funds, which cannot easily be reallocated.

Mr. Lien then reviewed proposed changes to the regionally significant project list. Several completed projects from Horizon 2045, including parts of Bigelow Gulch, the Central City Line, and the NSC to the Spokane River, will be removed. The Pines Road/BNSF grade separation will also be moved to the committed project list, as it is fully funded and under construction. Whistalks Way, which no longer involves capacity increases, will be shifted to the road capital program area. Additional updates include moving the next NSC segment into the short-term list and adding three new short-term projects: Harvard Road reconstruction, the I-90 Valley High Performance Transit project, and Sprague Avenue reconstruction in downtown Spokane.

Ms. Kay asked whether improvements tied to US-195 and the US-2/West Plains area were considered regionally significant. Mr. Lien confirmed that the US-195/I-90 bundle remains in the long-term list. Ms. Bollenback noted that as funding arrives over time, projects may shift between the short- and long-term lists depending on readiness and available resources. She also added that including named projects in the regionally significant list can improve competitiveness for federal grants. Ms. Kay emphasized that some local improvements—like those supporting US-2—provide significant benefits to state corridors and should be considered in the same light.

For the long-term list, Mr. Lien noted that most projects from Horizon 2045 will carry forward. A few updates were proposed: Park Road/BNSF grade separation, which now faces constructability issues, will be moved to the unfunded need list. The Argonne Park and Ride, now part of a larger transit project, will be consolidated accordingly. Two new long-term additions include the Craig Road/I-90 Four Lakes connection and the Harvard Road/BNSF grade separation in Otis Orchards.

He also shared examples of important projects within the program areas, including regional trail improvements, US-2 multimodal enhancements, road corridor upgrades, high-performance transit projects, and investments in traffic management and communication systems. These may not meet the definition of regionally significant but remain critical to the region's transportation network.

Looking ahead, final revenue forecasts will incorporate updated gas tax projections and remaining data from one partner jurisdiction. SRTC is also modeling a scenario that assumes reduced federal funding after 2027 to account for national uncertainties, which could reduce available revenue by \$125 to \$250 million. Updated project cost estimates are underway,



especially for those still missing figures. The next phase of work will focus on finalizing allocations across the four funding categories, ensuring the overall budget remains balanced.

The Draft Horizon 2050 document will be released in September, followed by committee recommendations in October and Board action in November. Chapters 3 and 4 will be shared next month, detailing investment strategies and project prioritization.

9 Horizon 2050 – Chapters 1 & 2 Overview

Mr. Kloskey explained the four basic chapters comprising the Horizon 2050 plan and presented an overview of Chapters 1 and 2. Chapter 1 outlines SRTC's role in the region and highlights what makes Spokane unique, both geographically and demographically. Chapter 2 focuses on current conditions, with updates to commuting trends, pavement conditions, and regional demographics. Notably, two-thirds of households now have one or two people. Updated indicators of potential disadvantages will help guide funding decisions for programs like the Unified List and Call for Projects.

Transportation mode data has been refreshed, including active transportation counts, STA transit data, and updates to freight and passenger rail. The rail section highlights short-line operations like WSDOT's Palouse and Coulee City line, as well as regional efforts like the proposed Big Sky North Coast Corridor, a daylight passenger rail connection between Spokane, the Midwest, and Seattle. The Regional Infrastructure Accelerator program continues to support project delivery with technical and financial assistance.

A major update in Chapter 2 is the analysis of regional activity centers. Using a blend of employment, population, trips, land use, traffic, transit, and freight data, activity levels were mapped into 80-acre hexagonal bins and verified with ground-truthing. Centers are categorized by type, including special-use sites like the VA Hospital and local colleges, which show high activity despite being geographically isolated.

Transportation Demand Management updates reflect input from 101 employers, showing that the CTR program reduces an estimated 850,000 vehicle miles and 785,000 tons of air pollution per week. Challenges remain around jurisdictional boundaries that limit seamless commute options.

An overview of Chapters 3 and 4 will follow in July, with a full draft of Horizon 2050 expected in September.

During the discussion, Ms. Kay raised concern that the US 195 corridor—despite rapid residential growth—did not appear as a regional activity center and asked how needs in those areas are being captured if not reflected in the map. Mr. Kloskey explained that activity centers are just one factor in the funding processes, and the Call for Projects includes scoring for projects that support access to centers, not just those within them. Ms. McMenamy added that residential density is also scored separately, and employment is the key focus of the activity centers analysis. Ms. Kay noted the importance of weighting and how missing data could affect evaluation. Mr. Kloskey acknowledged that employment was the heaviest weight in this round but said feedback is welcome. Ms.



Bollenback added that this is one layer in a broader dataset, and more details will be included as the plan develops.

10 2025 SS4A Grant Application – Proposal

Mr. Kloskey provided an overview of SRTC’s plan to pursue a Safe Streets and Roads for All (SS4A) grant to support regional safety efforts. The proposal includes using AI-enabled camera technology to collect data on near-misses, red light violations, and other traffic safety issues along the High Injury Network and surrounding corridors. Vendors like DERQ are being considered to produce data and video tools to support grant applications and communicate safety needs to decision-makers.

This effort would supplement existing data to help secure funding through programs like SS4A and Main Street Highways. Installation approaches could vary by vendor and include full deployment or coordination with local public works.

Council Member Klitzke asked if the camera installations would be permanent. Mr. Kloskey said that it depends on the vendor and final project scope. The initiative is expected to span five years, with the first focused on vendor selection and site planning. He added that SRTC will ensure agencies retain access to the data and avoid any liability concerns.

Mayor Kaminskas shared that Liberty Lake uses a subscription-based camera system, which includes hardware replacement and ongoing data access. She noted this model works well for cities with limited staff or resources.

Ms. Bollenback reminded the group that SRTC Board policy requires Board support before submitting any grant application. Mayor Kaminskas asked if anyone opposed moving forward. Hearing no objection, she recognized the board’s consensus to proceed with a grant application for funding.

11 Executive Director’s Report

No questions or comments.

12 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

13 Board Member Comments

No comments.

14 Chair Comments

No comments. The meeting was adjourned at 2:52 p.m.