



Spokane Regional Transportation Council

TAC MEETING 08/27/2025
CONSENT AGENDA

AGENDA ITEM 3a

Transportation Advisory Committee Meeting Minutes

Wednesday, June 25, 2025– 3:00 pm

These minutes are amended to add two TAC members to the attendance list, reflecting their participation at the meeting.

1 Call to Order/ Excused Absences

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

Excused Absence:

Mark Johnson
Carlie Hoffman
Paul Vose (Chair)

In attendance were:

Committee Members:

Michael Ankney (Vice Chair)
John Barber
Raychel Callary
David Eash
Charles Hansen
Bill White
Kim Zentz
Katie Melby

Absent Members:

Ann Winkler

Guests:

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Executive 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



2 Public Comments

There were no public comments.

3 Member Comments

There were no member comments.

#4 Chair Report on SRTC Board Meeting

Mr. Ankney 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. Ms. Melby seconded the motion. The motion was passed unanimously with a note to amend the attendance list in the May Minutes to include members who had requested an excused absence.

4 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists

Mr. Stewart asked the TAC to recommend Board approval of the final project awards and contingency lists for the 2027-2029 call for projects. He began by briefly reviewing previous discussions, noting that final revenue estimates had increased slightly, raising the total available funding to about \$40 million. He reminded the committee that the Board had approved the investment principles in February, which included dedicated funding for the SRTMC, SRTC-led planning, small town initiatives, and preservation-only projects.

With assistance from members of the TTC and TAC, staff evaluated and scored all submitted applications based on pre-established criteria. While those scores formed the basis for project rankings, additional considerations influenced the programming decisions. These included eligibility for specific funding sources, a balanced distribution of project delivery across 2027 through 2029 to support annual obligation targets, and fair geographic distribution to avoid clustering funds in only a few jurisdictions.

Before moving into the preservation list, Mr. Stewart addressed a question from Mr. Barber regarding the stability of federal funding amid developments in Washington, DC. Mr. Stewart explained that the forecast relied on historically stable funding sources such as the Surface Transportation Block Grant Program and its set-aside for transportation alternatives, both of which have long-standing federal support. However, he noted that the Carbon Reduction Program is less certain and was excluded from future projections. He emphasized that the current funding outlook is intentionally conservative and that staff will continue to monitor



and report on any policy or funding changes moving forward.

Mr. Stewart then reviewed the simplified lists of recommended projects included in the meeting packet and displayed on screen. These outlined both fully and partially funded projects, with partial awards indicated in light purple. He also walked through the preservation-specific list, noting which projects received full or partial funding and clarifying that agencies could still proceed with delivery even if only partially funded.

He concluded with a review of the contingency lists—one for general projects and another for preservation—as required by SRTC’s TIP guidebook policy. These lists serve as a reserve in case additional funding becomes available and are prioritized to guide how any surplus could be distributed by Board discretion to support partially funded or currently unfunded projects.

With no further questions from the committee, Mr. Stewart closed by outlining the next steps. The TAC’s recommendation will go to the Board on July 10. If approved, the selected projects will be integrated into the 2026–2029 TIP, which will be developed in August and September and include a public comment period for community input on both these and other ongoing projects.

Mr. White motioned to recommend the approval of the 2027-2029 Call for Projects – Approval of Final Awards and Contingency Lists as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Draft CY 2026 Unified List

In Mr. Fletcher’s absence, Ms. McMenamy provided an update on the annual revision of the region’s unified list of transportation priorities. This list is used to communicate key projects to state and federal legislators, as well as funding partners, and is also supported by local Chambers of Commerce for advocacy efforts. Member agencies were encouraged to align their submissions with their legislative agendas to help present a consistent, regionwide message.

This year’s update followed a shortened timeline to align with the ongoing development of Horizon 2050. The evaluation criteria remained unchanged, and agencies were only asked to submit updates for new projects or changes significant enough to warrant rescoring. Staff completed the scoring process in mid-June.

For the 2024 state-level update, Spokane Transit Authority (STA) submitted one new project—the Clean Energy Campus—and requested reevaluation of three previously submitted projects. Seven projects already on the list were also resubmitted with updated information. Feedback from past outreach has emphasized the value of submitting both federal and state versions of the list early in the legislative cycle and keeping the content focused, rather than allowing it to grow indefinitely.



Ms. McMenamy then reviewed updates across the three project phases. The implementation phase, which includes construction-ready projects, remains unchanged. In the development phase, some resubmitted projects retained their previous scores (shown in green), while others received modest increases (shown in blue). No new projects were added to this phase. In the initiation phase, one new project—STA's Clean Energy Campus Phase One—received a strong score and is recommended for inclusion.

Projects not recommended to move forward at this time were shaded in gray and may be revisited in future updates. The updated list will be presented to the Board in the coming weeks, with final approval expected in September. Agencies with scoring questions were encouraged to reach out to Mr. Fletcher later in the week.

There were no questions or comments.

6 Horizon 2050 – Chapters 3-4 & Future Projects Overview

Mr. Lien continued the Horizon 2050 presentation with a focus on Chapters 3 and 4 of the long-range transportation plan. While the first two chapters, reviewed last month, focused on existing conditions, these next sections look ahead—forecasting regional growth and outlining how transportation investments will be prioritized through 2050.

He began by highlighting the foundational work that informed the plan, including the Smart Mobility Plan, resilience studies, ongoing public outreach, the Unified List, the Congestion Management Process, the Regional Safety Action Plan, and the Commute Trip Reduction (CTR) Plan. These inputs were integrated into a comprehensive regional needs assessment developed with consultant support.

Chapters 3 and 4 address projected traffic and population growth, performance measures, the identification of priority networks, financial forecasting, implementation strategies, and alternative future scenarios that could influence transportation decisions. A central component of Chapter 4 are the categories of need: regionally significant projects, program areas, operations and maintenance, and preservation. These categories are balanced against an estimated \$14 billion in anticipated funding through 2050. As with Horizon 2045, most of the funding is expected to support maintenance and preservation efforts, with smaller portions allocated to new capital investments. Mr. Lien emphasized the importance of weighing trade-offs, noting that increases in one area would require reductions in others.

He then walked through the updated list of regionally significant projects—those with systemwide impact and assigned costs. Some completed projects are recommended for removal, while others, like the final segment of the North Spokane Corridor, are moving to the short-term list due to expected completion timelines. A few projects are being reclassified based on updated scopes or priorities. For example, the Whistalks Way Improvements project is recommended to shift from the regionally significant list to the road capital program area. New projects proposed for inclusion include STA's I-90 Valley High Performance Transit, Harvard Road Reconstruction, and Sprague Avenue Reconstruction. The Park Road/BNSF



Grade Separation project is recommended for reclassification as an unfunded need.

He then reviewed the program areas—such as active transportation, safety, transit, and Transportation Systems Management and Operations (TSMO)—which are projected to receive approximately \$1.8 billion in combined investment. He shared illustrative examples to help visualize the types of projects that could be funded in each program area. Questions arose about potential crossover between program areas, particularly between transit and active transportation. Mr. Lien noted that while transit projects are typically more clearly defined and are often led by STA, there is often an overlap in goals—particularly with transportation demand management strategies. He explained that although there are ties between program areas, reallocation between transit and active transportation funds is not currently being considered.

He also addressed interest in increasing the safety investment target. One possibility, he noted, would be to reduce other allocations slightly—such as bridge-related funds already covered through larger projects in the regionally significant list. There was also support for reclassifying some active transportation projects under the safety program when applicable. During discussion of funding scenarios and cost finalization, Ms. Zentz raised the question of whether anticipated future funding for STA could free up resources for other needs, such as safety. Mr. Lien explained that while STA's funding is typically tied to operations and transit-specific capital projects—not roadway infrastructure—any increase in STA's funding could expand the transit program area. Additionally, Ms. Zentz suggested that some TSMO investments, such as ramp meters and variable speed signs, could also enhance safety outcomes. Mr. Lien agreed and cited examples where crash rates have dropped following the installation of ramp meters, noting that TSMO does indeed have crossover benefits.

Mr. White added that STA has historically been a strong partner beyond its core transit work, voluntarily contributing to multimodal community projects when surplus funds are available. Mr. Lien acknowledged this, agreeing that such contributions support broader transportation goals and reinforce the crossover between categories.

To conclude, Mr. Lien provided an update on next steps. The full draft of Horizon 2050 is expected to be ready for committee review in August, with public comment scheduled for September and final Board approval anticipated in November. The regional public survey, which has been open since late January, will close at the end of June and will help guide final refinements to the plan.

INFORMATION (NO PRESENTATION)

11 Agency Update

Mr. Kloskey introduced himself as the new staff liaison to the Transportation Advisory Committee (TAC), taking over from David Fletcher, who will now support the Transportation Technical Committee (TTC). He noted that committee liaison roles rotate among SRTC planning staff every two years.

Mr. Kloskey also provided several agency updates. He shared that the public survey for the



Metropolitan Transportation Plan (MTP) is open through June 30, and staff have been conducting outreach at recent events including Summer Parkways and Felts Field Neighbor Day to encourage participation. Additionally, SRTC's Equity Working Group is currently recruiting new members. Those interested or looking to refer others may contact Michael Redlinger, Savannah Creasey, or Mr. Kloskey for more information.

He also welcomed Angela Paparazzo, who recently joined SRTC as an Associate Transportation Planner. Ms. Paparazzo briefly introduced herself and expressed enthusiasm about working with the committee.

Lastly, Mr. Kloskey noted that a July TAC recess is likely but will be confirmed following the upcoming Board meeting. A calendar placeholder will remain until a final decision is made.

There being no further business, the meeting was adjourned at 3:59 PM

Anadia Grier, Clerk of the Board