



Spokane Regional Transportation Council

TAC MEETING 10/22/2025
CONSENT AGENDA

AGENDA ITEM 3a

Transportation Advisory Committee Meeting Minutes

Wednesday, September 24, 2025- 3:00 pm

1 Call to Order/ Excused Absences

Mr. Vose called the meeting to order at 3:02 pm, and attendance was taken.

Excused Absence:

Raychel Callary

In attendance were:

Committee Members:

Michael Ankney (Vice Chair)
John Barber
David Eash
Charles Hansen
Carlie Hoffman
Katie Melby
Paul Vose (Chair)
Ann Winkler
Kim Zentz

Absent Members:

Mark Johnson

Guests:

Derrick Braaten
Katie Parrish

Staff:

Lois Bollenback
Executive Director
Savannah Creasey
Comm. & PR Coor.
Anadia Grier
Admin-Executive Coor.
David Fletcher
Principal Transp. Planner
Jason Lien
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Michael Redlinger
Associate Transp. Planner 3
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1



2 Public Comments

There were no public comments.

3 Member Comments

Mr. Eash raised concerns about a recurring safety issue at Meadowlane Road on US-195, noting that the previously planned J-turn project has been delayed and expressing concern given new residential developments in the area. Mr. Stewart confirmed the project is delayed due to right-of-way acquisition issues. He noted the project remains in the TIP and will follow up with the City project manager to provide updates to Mr. Eash.

#4 Chair Report on SRTC Board Meeting

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

ACTION ITEMS

3 Consent Agenda

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

Ms. Zentz moved to approve the Consent Agenda as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

4 2026-2029 Transportation Improvement Program (TIP)

Mr. Stewart requested that the Committee recommend Board approval of the 2026-2029 TIP. He provided a brief refresher on the purpose of the TIP, noting that it is a federally required, fiscally constrained program of all federally funded and regionally significant projects over the next four years. While federal regulations require updates every four years and state regulations every two years, the region updates the TIP annually to reflect new projects and changes in funding.

He emphasized that all projects in the TIP must be consistent with the Metropolitan Transportation Plan (currently Horizon 2045, soon Horizon 2050) and state-required regional transportation plans. The TIP must also demonstrate how projects contribute toward achieving regional performance management targets, including pavement and bridge conditions, safety, transit, and asset management. Public review and comment are key components of the TIP development process.

The draft 2026-2029 TIP includes 73 projects and programs, 14 of which are new. Current funding programmed totals approximately \$884 million, with forecasted revenue over the four-year period of \$928 million, demonstrating fiscal constraint. Mr. Stewart highlighted a revised table showing project types and funding allocation, noting that while the North Spokane Corridor consumes the majority of funds, the TIP also includes a diverse mix of projects across the region.



He also highlighted the interactive online map, which allows users to explore project details, including type, year, sponsoring agency, program funds, and total project cost. The public comment period is open through October 2, with one comment received in support of the City of Spokane's Pacific Avenue Greenway. All public comments will be provided to the Board prior to approval.

Next steps include presenting the Committee's recommendation to the Board on October 9 for approval. Once approved, the TIP will be submitted to WSDOT for inclusion in the Statewide TIP (STIP), followed by review by Federal Highways and Federal Transit. Upon federal approval, the 2026-2029 TIP will go into effect in January.

There were no questions or comments.

Mr. Eash made a motion to recommend the approval of the 2026-2029 Transportation Improvement Program as presented. Mr. Barber seconded the motion. The motion was passed unanimously.

5 Transportation Advisory Committee (TAC) Bylaws Amendment

Mr. Kloskey provided an update on proposed amendments to the TAC bylaws, building on the discussion from last month. For membership, the bylaws were updated to reflect the addition of two new alternates, consistent with Board-level support.

Amendments to other sections include clarifying that the vice chair may attend SRTC Board meetings as an ex officio member if the chair is unavailable. Attendance language was updated to allow the chair to fill any meeting absence with an alternate, and the vacancies section now specifies that alternate members fill vacancies before other options are considered. The quorum section was clarified to count only voting members, meaning alternates in attendance do not contribute to quorum if they are not voting members.

For next steps, Mr. Kloskey noted that new applications for open committee slots will open on October 13, with a deadline of November 28. The goal is to have all positions filled and offers made in time for the January TAC meeting. He concluded by inviting any questions from the Committee and returned the discussion to the Chair.

There were no questions or comments.

Ms. Zentz made a motion to recommend the approval of the Transportation Advisory Committee (TAC) Bylaws Amendment as presented. Ms. Melby seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

6 Horizon 2050 Draft

Mr. Lien provided an update on the Horizon 2050 draft, SRTC's Metropolitan Transportation



Plan. The working draft was linked in the Committee's packet and is scheduled to be presented to the Board on October 9 for agreement to release publicly. This timeline allows for a November Committee recommendation and December Board adoption.

He highlighted key themes, including maintenance and preservation, funding challenges, safety and security, opportunities to improve operational efficiency through technology, and the MPO's role in developing a multimodal system. The plan is organized into four chapters: Chapters 1 and 2 cover SRTC's role and current conditions; Chapter 3 forecasts future conditions; and Chapter 4, "How We'll Get There," details financial forecasts, projects and programs, implementation strategies, and demonstrates fiscal constraint. Total expected revenue through 2050 is approximately \$15.6 billion, with most funds allocated to preservation and operations, although maintaining the system in a state of good repair is estimated to cost nearly three times the roughly \$4 billion allocated to preservation. Capital projects and regionally significant programs are each projected at just over \$2 billion.

Strategies carried over from Horizon 2045, grounded in SRTC's guiding principles, include prioritizing preservation and operations, improving safety, supporting system management and operations, identifying cost-effective solutions, investing in public transit, providing multimodal options, and promoting regional leadership. Next steps include a 30-day public comment period and open house following the October Board meeting, with continued refinements leading to a November Committee recommendation and December Board action. The October 7 Transportation Summit will also focus on Horizon 2050.

During discussion, Ms. Zentz asked whether public outreach had revealed themes that might affect the plan. Mr. Lien noted that feedback largely confirmed previous findings: maintenance and preservation remain the top priority, followed by safety concerns, particularly for vulnerable road users, and strong support for a robust public transit system.

There were no other questions or comments.

7 County Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP)

Mr. Kloskey provided an overview of the 2026 update to the Coordinated Public Transit Human Services Transportation Plan, noting that the plan follows a four-year cycle, with the previous plan developed in 2021 and adopted in 2022. He explained that the plan is required by both federal and state governments to access funding, including FTA Section 5310, the WSDOT Consolidated Grant Program, and other opportunities, and that it is developed in partnership with STA.

He outlined the plan's purpose, including enhancing transportation access, minimizing service duplication, implementing cost-effective services, increasing funding opportunities for local partners, and maximizing public awareness of available services. Public outreach will be a key element, including events, surveys, interviews with local providers and customers such as Special Mobility Services and the Moccasin Express. Demographic data collection is also a key element of the plan's development.



The development timeline begins with drafting in December, continuing through July 2026, with public outreach occurring throughout the year, and plan adoption anticipated in August and September 2026. Mr. Kloskey noted he will provide further updates as the plan progresses.

During discussion, Ms. Zentz asked whether there were any known or suspected federal-level threats to expected funding. Mr. Kloskey noted that he could not provide a definitive answer due to rapidly changing circumstances and lack of specific expertise on federal actions. Ms. Zentz acknowledged and accepted the response.

INFORMATION (NO PRESENTATION)

8 Agency Update

Mr. Kloskey informed the Committee that beginning in November, he and Mr. Chair will lead discussions regarding officer elections for the Transportation Advisory Committee. The new chair and vice chair will be approved by the Board and assume their roles in January. He encouraged anyone interested in serving as chair or vice chair to contact him, Mr. Chair, or staff for guidance on the responsibilities and process. The formal election will take place in December, following the November discussion.

Additionally, Mr. Kloskey noted that this is the final opportunity to register for the Transportation Summit on October 7, thanking those who have already signed up and expressing enthusiasm for the event.

There being no further business, the meeting was adjourned at 3:36 PM

Anadia Grier, Clerk of the Board