



Spokane Regional Transportation Council

BOARD MEETING 12/11/2025
CONSENT AGENDA
AGENDA ITEM 3a

Board of Directors Meeting Minutes

Thursday, November 13, 2025- 1:00 pm

1 Call to Order/ Excused Absences

Council Member Higgins called the meeting to order at 1:00 pm, and attendance was taken.

Excused Absences:

Doug Yost
Major Employer Rep.
Karl Otterstrom
STA

Commissioner Al French
Spokane County

Commissioner Mary Kuney
Spokane County

Mayor Haley made a motion to approve excused absences. Council Member Kennedy seconded the motion. The motion passed unanimously.

In attendance were:

Board Members:

Council Member Jennifer Morton
City of Airway Heights
Council Member Vincent Barthels
City of Cheney
Mayor Cris Kaminskas
(Vice Chair)
City of Liberty Lake
Council Member Don Kennedy
City of Medical Lake
Mayor Kevin Freeman
City of Millwood
Council Member Kitty Klitzke
City of Spokane
Mayor Pam Haley
City of Spokane Valley
Council Member Rod Higgins
(Chair)
City of Spokane Valley
Daniel Clark
Kalispel Tribe
Matt Ewers
Rail/Freight Rep.
Council Member
Micki Harnois
Small Towns Rep.
Council Member
Cecilia Evans
Spokane Tribe
Tom Brasch
WSDOT-ER
Commissioner Kelly Fukai
WA Transp. Commission

Absent Members:

Council Member Dianne Pfaeffle
City of Deer Park
Council Member Jonathan Bingle
City of Spokane
Ex-Officio Members:
Barry Greene
Spokane County
(TTC Chair)
Guests:
Wende Wilber
Kittleson & Assoc.
Kevin Picanco
City of Spokane
Erik Lowe
Nina Stocker
WSDOT
Anna Ragazza-Bourassa
WSDOT-ER
Heidi Ganum
Transpo Group
Spencer Montgomery
J-U-B Engineers

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Exec. Director
Greg Griffin
Admin Services Manager
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
Patrick Keefe
Legal Counsel



2 Public Comments

Mr. Erik Lowe thanked SRTC staff for their extensive work on the Horizon 2050 draft plan and commended the document's quality and complexity. He restated the feedback he submitted previously in writing during the public comment period.

As a Spokane Valley resident living near Barker Road, Mr. Lowe expressed strong opposition to the proposed widening of Barker Road and the reconstruction of the I-90/Barker interchange. He stated that, based on daily experience, congestion in this corridor is limited to short periods during peak hours and does not justify the project's cost. He also described Barker Road's evolution into a freight corridor, but maintained that current operations generally function well.

Mr. Lowe emphasized that the Latah Bridge replacement should be treated as a higher regional priority, citing its deteriorating condition and importance to residents of the West Hills and West Plains. He noted visible structural issues on the bridge and the closure of pedestrian areas as indicators of its urgent need for replacement, contrasting this with the Barker/I-90 improvements, which he observed were reconstructed

ACTION ITEMS

3 Consent Agenda

- a. October Board Meeting Minutes
- b. Vouchers Paid for the Month of October

Mayor Kaminskas made a motion to approve the Consent Agenda as presented. Council Member Barthels seconded the motion. The motion passed unanimously.

4 CY 2026 Unified List (Federal Version) - Approval

Ms. McMenamy introduced the action item before the Board: adoption of the Unified List (Federal Version). She noted that the Board had approved the state version last month and is now being asked to approve the federal version. A resolution is included for consideration.

She highlighted the purpose of the unified list, describing it as a communication tool shared with regional partners, state legislators, and congressional offices to convey the Board's collective priorities. She recognized David Fletcher for his work assembling the document. The list aligns with member agencies' legislative agendas and is intended to present a single, coordinated message. Ms. McMenamy reviewed the policy statements included in the federal priorities. She noted that reauthorization of the Bipartisan Infrastructure Law (BIL) is approaching in September 2026. While BIL delivered \$1.2 trillion nationally—with about \$650 billion for surface transportation—early indications suggest future funding levels may revert to pre-BIL ranges. In preparation, the agency is emphasizing continued investment in transportation safety, especially as fatalities remain elevated since the pandemic.

She also underscored the national maintenance and preservation backlog, estimated at \$1 trillion, and stressed the importance of sustained funding. Additional priorities include modernizing



federal funding formulas that still rely on outdated population data; expanding direct recipient status for certain federal programs to improve efficiency; shifting some discretionary funding toward formula-based funding that allows regions to make their own investment decisions; and continuing support for public transportation, particularly capital investment grants that have benefited local transit projects.

Other statements mirror those in the state list, including supporting affordable housing, advancing alternative fuel technologies, addressing long-term revenue gaps due to increasing electrification, and ensuring ongoing investment in infrastructure serving Fairchild Air Force Base.

Ms. McMenamy then reviewed the 25 projects included in the unified list, displayed on a regional map and grouped into three categories: implementation (construction-ready projects), development (projects advancing right-of-way and design), and initiation (early-stage planning projects). She explained that federal and state funding requests may differ for individual projects and noted that the list is a living document that will be updated as agencies refine their needs. She pointed out one new project this year: STA's Clean Energy Campus Phase 1.

In closing, she reported that the list represents approximately \$886 million in total project needs, with nearly half requested through federal channels. She invited questions and returned the item to the Chair as a requested action.

Mr. Ewers made a motion to approve the Unified List (Federal Version) as presented. Council Member Klitzke seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

5 Guest Presentation: Travel Washington Intercity Bus 2024 Study Update

Nina Stocker from WSDOT's Public Transportation Division, joined by consultant partner Heidi Ganoom of Transpo Group, provided an update on the Travel Washington Intercity Bus Program and recent developments affecting the Spokane and eastern Washington region. She noted that the program is a long-standing public-private partnership between WSDOT and intercity bus operators such as Greyhound, Northwestern Stage Lines, and FlixBus. Through FTA 5311 rural formula funding, the program subsidizes intercity bus service that connects rural communities to major transportation hubs across the state. Ms. Stocker reviewed the statewide network, explaining how Travel Washington routes help fill gaps in the larger, unsubsidized private intercity bus system.

She summarized the four existing Travel Washington routes—the Apple Line, Dungeness Line, Gold Line, and Grape Line—and highlighted two ongoing pilot services: Yakima-Pasco and the overnight Spokane-Seattle route. These pilots respond to community demand and previously unserved stops along key corridors. She also reviewed the findings of WSDOT's 2024 statewide intercity bus study update, which inventoried current services, evaluated Travel Washington routes, analyzed demographics and travel demand, and incorporated extensive public and stakeholder feedback from all regions of the state. WSDOT published both a full report and an

executive summary detailing recommendations and future service needs.

A major recommendation from the study is a new Spokane-Pasco route with key stops including Moses Lake, where unmet demand was notably high. The proposed service would operate two to three daily round-trips with an estimated four-hour travel time and approximately 12,000 annual riders. Ms. Stocker explained that new state funding provided in anticipation of increased statewide travel during the 2026 FIFA World Cup has accelerated implementation. The route is currently out for bid, with proposals due mid-December and an anticipated service launch in spring 2026. The working name for the route is the “Wheat Line,” reflecting the region’s agricultural identity. WSDOT plans additional public outreach in the spring once service details are finalized.

During the question period, Ms. Bollenback asked for clarification regarding public access to information about the existing and proposed services. In response, Ms. Stocker explained that WSDOT maintains updated information on its Travel Washington webpage, including route details, project updates, and the recently published study. She noted that additional materials and community engagement opportunities will be posted as the new Spokane-Pasco route nears implementation.

6 Horizon 2050: Draft Report Comment Period

Mr. Lien provided an update on the public review of the Horizon 2050 draft plan, which was released following the October board meeting for a 30-day comment period that concluded on November 10th. An open house was held on October 21st at the SRTC offices with both in-person and virtual participation.

He reported that most comments received were minor updates or clarifications. Washington State Department of Transportation staff submitted several technical corrections. Commute Smart Northwest and Spokane Transit Authority also provided comments, and Washington State Parks requested the addition of a planned multi-use trail to the Bike Priority Network.

Mr. Lien summarized additional public input. One commenter encouraged stronger coordination between North Idaho transportation agencies and Spokane County, along with investment in an integrated intelligent transportation system to improve signal connectivity and other smart infrastructure. Two project-specific comments were submitted: one from STA seeking an adjustment to the Appleway Bus Rapid Transit project limits in Spokane Valley, and another from a citizen expressing opposition to the Barker Road reconstruction and I-90 Barker Road interchange projects while highlighting the Latah Bridge rehabilitation project as a higher priority.

He also noted that approximately 20 comments appeared to come from a coordinated group, reflecting a misunderstanding that Horizon 2050 proposed light rail service to North Idaho. These commenters generally opposed the idea of transit expansion across the state line.

Ms. Bollenback thanked staff for their extensive work on the draft plan, noting the significant volume of material included and the effort required to incorporate public feedback. She encouraged members who typically join remotely to consider attending next month’s meeting in



person, as the board plans to mark the adoption of Horizon 2050 with a brief celebration.

Mr. Lien concluded by noting that the revised draft—reflecting all submitted comments—will be presented to the TTC and TAC next week for recommendation to the Board. The final version is scheduled for Board action in December and will be included in the December board packet. All public comments submitted and a summary of the yearlong outreach effort are documented in Appendix A of the plan.

7 FFY 2027-2032 National Highway Freight Program (NHFP) Project Solicitation and Selection Process

Mr. Fletcher provided an overview of the 2027-2032 National Highway Freight Program (NHFP) project solicitation process recently announced by WSDOT. He explained that the NHFP provides federal funding to improve freight efficiency on the National Highway Freight Network ([NHFN](#)), with an estimated \$11 million per year available for local projects, totaling roughly \$55 million over the program period, based on prior funding cycles. Mr. Fletcher noted that funding is contingent on continued reauthorization of the BIL, which expires next year, but anticipated that reauthorization will occur in a similar form.

He described the solicitation process, which requires MPOs to submit consolidated regional lists of freight investment priorities for consideration. Mr. Fletcher emphasized that this federal process is distinct from the state-funded Freight Mobility State Investment Board (FMSIB) call for projects, although both target freight projects and local agencies may consider leveraging funding from both sources. Unlike the FMSIB process, NHFP projects must be submitted through the MPO. He referenced the 2022 cycle, noting that four of six previously submitted projects received nearly \$9 million in funding, exceeding the region's proportionate share [based on both population and NHFN lane miles](#).

Project eligibility requirements were outlined, including clear benefits to freight transportation, readiness to obligate funds during 2027-2032, and eligible activities such as preliminary engineering, right-of-way acquisition, and construction. A 13.5% non-federal match is required. Evaluation criteria were reviewed, aligning with WSDOT's six statewide transportation goals: preservation, safety, stewardship, economic vitality, mobility, and the environment, with bonus points available for projects providing truck parking benefits or network redundancy. Mr. Fletcher noted that SRTC proposes using the same evaluation criteria as in 2022, given their prior success in securing funding, and invited feedback from the Board before moving forward.

He explained that projects will be identified through the SRTC Unified List [and](#), Horizon 2050—the [Metropolitan Transportation Plan \(MTP\)](#), while [also](#) allowing local agencies to submit additional projects that meet the criteria. The proposed schedule was reviewed: criteria will be presented to committees later this month, a draft regional priorities list will be returned in December for committee review, the Board will receive the draft in January, and the final list will be presented for approval in February to meet the WSDOT submittal deadline of February 27.

Ms. Bollenback noted that while \$11 million per year statewide does not seem like a large amount



of funding, freight remains a priority for the current administration. She added that clearly defining regional priorities will help position agencies to pursue additional freight-related funding as opportunities arise. Mr. Fletcher acknowledged this but emphasized that freight and supply chain projects are a federal priority, and given that this solicitation occurs only once every four years, Board members should consider submitting any projects important to their region that support trade and freight efficiency.

8 2026 Transportation Improvement Program (TIP) Guidebook – Draft

Mr. Stewart provided an overview of the draft 2026 TIP Guidebook, describing it as the key resource for developing the TIP. He explained that the guidebook outlines policies, objectives, project selection processes, timelines, and schedules for amendments and administrative modifications, as a resource for the board, committees, and local TIP managers. Originally developed in 2013, the guidebook is updated annually to reflect policy changes and regional needs.

The 2026 draft includes updates to the definition of regionally significant projects, revisions reflecting the 2025 call for projects, the inclusion of the 2027-2030 TIP development schedule, updates to the congestion management process, and a refreshed amendment and administrative modification schedule. These changes are intended to support timely project delivery and ensure regional funding objectives are met.

A focus of the discussion was the policy governing project phase extensions. Under current Policy 4.4, projects unable to meet their obligation schedule can request a two-year extension, which can complicate meeting annual funding obligation targets. SRTC staff proposed reducing this to a one-time, one-year extension, limited to right-of-way and construction phases, with requests due by March 1. He emphasized that the change is intended to provide flexibility while keeping projects on track.

Council Member Klitzke inquired about resources to help jurisdictions meet project timelines, particularly smaller jurisdictions with limited staff. Mr. Stewart noted that jurisdictions could swap projects of similar size to avoid requesting extensions and that the TIP team and working group remain available to assist with delays, especially for larger jurisdictions with multiple projects underway.

The guidebook will return to committees next week and the working group in December. Board approval is anticipated in January, allowing time for discussion of the proposed policy change.

9 Executive Director's Monthly Report

Ms. Bollenback reminded the board that the annual audit exit conference scheduled for today has been postponed at the auditors' request. The delay allows the audit team additional time to complete their internal review and comments. She emphasized that the request came from the auditors. The conference will be rescheduled for next week, and board members will be notified of the new date. Attendance is encouraged for those who are able to join.

10 Transportation Technical Committee & Transportation Advisory Committee Meeting



Summaries

No questions or comments.

11 Board Member Comments

Board members took a few moments to share updates from their respective agencies, including recent developments, ongoing projects, and upcoming initiatives.

12 Chair Comments

Council Member Higgins thanked everyone for their time, and the meeting was adjourned at 1:57 p.m.

Anadia Grier, Clerk of the Board