



Transportation Advisory Committee Meeting Minutes

Wednesday, January 28, 2025- 3:00 pm

1 Call to Order/ Excused Absences

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

Excused Absence:

David Eash

In attendance were:

Committee Members:

Mike Ankney (Chair)
Jared Aranda
John Barber (Vice Chair)
Derrick Braaten
Raychel Callary
John Griffin
Anna Gyure-Havlek
Monica Harwood Duncan
Charles Hansen
Carlie Hoffman
Katie Melby
Paul Vose
Ann Winkler
Kim Zentz

Guests:

Jeremy Clark
City of Spokane Valley

Staff:

Lois Bollenback
Executive Director
Eve McMenemy
Deputy 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
Greg Griffin
Administrative Services Manager



2 Public Comments

There were no public comments.

Member Comments

Mr. Ankney welcomed the new TAC members and invited them to introduce themselves and share their interest in joining the committee. Members then went around the room and provided introductions. Ms. Winkler followed up on the December meeting, noting that she had met with the City of Spokane Valley regarding the Trent and Sullivan project, had a productive discussion, and expressed her support for moving the project forward.

Chair Report on SRTC Board Meeting

Mr. Ankney gave a brief overview of January's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. December TAC Meeting Minutes
- b. Transportation Improvement Program (TIP) Amendment - February

Mr. Braaten made a motion to approve the Consent Agenda as presented. Ms. Melby seconded the motion. The motion passed unanimously.

4 FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List - Final

Mr. Fletcher presented the final 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List and provided an overview of the solicitation process. He explained that WSDOT opened the call for projects in November and is proceeding under the assumption that funding levels will be similar to prior years – approximately \$11 million per year statewide for local freight projects – though final authorization is still pending.

He noted that the process mirrors previous cycles. Local agencies submit candidate freight projects to their MPO/RTPO, and SRTC compiles and submits a consolidated regional priority list to WSDOT. A statewide project selection committee, made up of representatives from cities, counties, MPOs, and RTPOs, will evaluate projects and develop a prioritized list for potential funding.

Mr. Fletcher reviewed the schedule, stating that SRTC began its regional process in November and is now finalizing its project list. Agencies with projects on the priority list must submit completed applications to SRTC by February 16, allowing SRTC to meet WSDOT's February 27 deadline for the statewide submittal.

He reminded members that 13 candidate projects were evaluated using criteria consistent with WSDOT guidance, including preservation, safety, stewardship, mobility, economic vitality, and environment. Projects were drawn from SRTC's Unified List of Regional Transportation Priorities, Horizon 2050, and additional agency submissions. The evaluation aimed to identify



projects most competitive at the statewide level and reflects a geographically balanced mix of projects across the region.

Based on this evaluation, SRTC is proposing a regional priority list of eight freight projects. Mr. Fletcher noted there was a natural break in scoring after the eighth-ranked project, Inland Empire Way, which helped establish the cutoff. He added that the top eight projects provide geographic equity, include at least one project from each submitting agency, and total approximately \$22 million in funding requests.

Two projects originally evaluated — the South Barker Road Corridor and the Barker I-90 Interchange — were removed from consideration at the request of the sponsoring agency so they could focus on other efforts.

Mr. Fletcher also discussed the Harvard Road BNSF Grade Separation project. While the project ranked in the top group and is considered regionally significant, WSDOT has indicated that planning projects will not be funded in this NHFP cycle to prioritize projects further along to ensure they reach design and construction in a timely manner. SRTC is therefore proposing to keep the project on the priority list to signal its importance for future funding opportunities, but not to include a funding request at this time.

During discussion, Ms. Harwood Duncan asked whether the amounts shown represented total construction costs or just the funding requests. Mr. Fletcher clarified that the figures reflect only the amounts being requested through the NHFP program. She then asked if there was guidance on how much agencies could request, and Mr. Fletcher responded that there is no formal limit; however, expectations are shaped by the relatively small amount of funding anticipated statewide.

Mr. Barber made a motion to recommend FFY 2027-2032 National Highway Freight Program (NHFP) Regional Priority Freight Projects List – Final as presented. Mr. Hansen seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: Sullivant/Trent Interchange

Mr. Clark provided an update on the Sullivant/Trent Interchange project in response to questions raised at a previous TAC meeting regarding a TIP amendment. He explained that the project has been in development since before 2020 to address growing congestion at the intersection of Sullivant Road (SR 290) and Trent Avenue, especially after the Bigelow Gulch connection opened. The interchange currently experiences heavy peak-hour delays, limited pedestrian and bicycle facilities, and aging bridges with low clearances that are occasionally struck by trucks.

An earlier study selected a “peanut” roundabout design (a diamond interchange with roundabouts at each ramp). However, as the design progressed, new multimodal standards,



railroad clearance needs, and larger bridge requirements significantly increased both the size and cost of that option. Construction would also have required long-term lane reductions on Sullivan, likely pushing traffic into nearby neighborhoods. That option would have closed Progress Road and required more right-of-way from adjacent properties.

Because of these challenges, the City re-evaluated a previous alternative known as a “jug handle” design. Mr. Clark said this option now has stronger support from WSDOT and local partners because it improves traffic flow for all users, helps manage speeds on Trent, and better balances delays between the two roads. The design uses more standard rectangular bridges, which are easier and less expensive to build and better fit updated pedestrian and bicycle standards. It also keeps Progress Road open and allows most bridge construction to occur off to the side, meaning Sullivan can maintain two lanes in each direction for most of the construction period. Overall, the jug handle option is currently estimated to cost about \$7 million less than the previous design.

In terms of operations, the jug handle is expected to perform similarly overall but reduce long queues on Sullivan by simplifying how movements are handled. Mr. Clark noted that the City will continue working with stakeholders, businesses in the industrial area, and the public as the design moves forward. Because of the project’s size and coordination with the railroad and other infrastructure, it may be built in phases, and some details could still change.

Committee members discussed traffic from nearby schools and neighborhood impacts during construction. Mr. Clark acknowledged those concerns and said the City will review the surrounding street network as construction planning continues. He clarified that eastbound turns from Progress Road onto Trent are already restricted and no temporary signal is planned there, though other nearby intersections may be adjusted if needed. He also confirmed this project is not expected to overlap with the Trent/Pines project; construction is likely several years away, potentially starting around 2028 or later, depending on funding.

In response to questions about speeds and detours, Mr. Clark said there are no current plans to change posted speed limits on Sullivan or Trent, though the roundabout design will naturally slow vehicles as they enter. He added that the design considers times when I-90 traffic is detoured onto Trent. While delays could increase during those events, the corridor is expected to continue functioning acceptably overall.

6 MPO-RTPO Overview and Upcoming Activities in 2026

Mr. Kloskey provided an overview of SRTC’s role as both a Metropolitan Planning Organization (MPO) and a Regional Transportation Planning Organization (RTPO), followed by a preview of key activities planned for 2026. He explained that MPO is the federal designation for the agency, while RTPO is a state designation with a stronger emphasis on land use coordination. He reviewed the history of MPO creation, explaining that early interstate highway development occurred without strong coordination between federal and local governments, resulting in harmful community impacts. MPOs were later established to ensure transportation planning would be continuing, cooperative, and comprehensive (“3C” planning).



Mr. Kloskey then described how Washington State's Growth Management Act reinforced the connection between land use and transportation and emphasized multimodal planning and regional coordination, which helped establish the RTPO framework. He noted that RTPOs focus heavily on coordinating land use and transportation planning across jurisdictions.

He briefly reviewed SRTC's organizational structure, explaining that the agency operates under an interlocal agreement among its member governments and is governed by a Board of Directors made up of elected and appointed officials representing local governments, tribes, state transportation agencies, and major regional stakeholders.

Mr. Kloskey outlined SRTC's responsibilities, distinguishing between required and optional activities. Required activities include the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Congestion Management Process (CMP). He noted that the Horizon 2050 MTP was adopted in December. Optional activities include public engagement, planning studies, and other regionally determined priorities guided by the Board.

He emphasized that SRTC's work must align with regional and statewide plans and that the agency's guiding principles closely mirror federal planning factors, including economic vitality, preservation, resilience, safety, and equity.

Mr. Kloskey then provided an overview of the Transportation Improvement Program (TIP), a four-year, fiscally constrained document that programs federally funded and regionally significant projects and must be consistent with the MTP. He explained that the TIP is updated annually and is accompanied by a guidebook outlining policies and procedures. He described how projects are updated through amendments (which require public comment) or administrative modifications (for smaller changes). Mr. Kloskey informed the committee that the next TIP will be developed with their input this Fall

Looking ahead to 2026, Mr. Kloskey highlighted several planned efforts, including ongoing TIP management, updates to building permit data, public outreach, and events such as the Transportation Summit, development of a unified list of priority projects, and continued coordination with partner agencies. Mr. Kloskey also brought up SRTC's Unified Planning Work Program, which outlines SRTC's work over 2-year cycles.

In response to a question about projects he is particularly excited about, Mr. Kloskey mentioned the Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP), which includes work related to identifying transportation gaps and needs for people with disabilities and those without access to traditional transportation. He also noted that he is training to become the TIP manager and is therefore excited about the upcoming 2027-2030 TIP development.

Mr. Aranda asked how agencies can share information about their own projects, particularly



those that cross jurisdictions. Mr. Kloskey informed Mr. Aranda and the broader committee that they are welcome to share any project information during their member comments or to inform SRTC staff in advance of the information they wish to share.

Ms. Bollenback, SRTC's Executive Director, introduced herself and highlighted several initiatives she is excited about. These include an economic analysis effort to better quantify the benefits of regional projects (such as job creation and economic development impacts), a funding study to examine how much transportation revenue generated in the region returns to Spokane, and early planning discussions about the long-term function of the I-90 corridor. She emphasized the importance of aligning local land use and transportation decisions with regional and state system needs, particularly given limited resources.

She also stressed how SRTC's work is interconnected: long-range plans identify regional needs, planning studies explore solutions, and those efforts inform projects programmed in the TIP. She noted that safety campaigns, corridor studies, and technology initiatives such as Intelligent Transportation Systems (ITS) architecture all stem from previously identified regional priorities. Ms. Bollenback encouraged members to stay engaged, share ideas, and communicate emerging issues or advocacy interests.

There were no questions or comments.

7 Public Participation Plan (PPP) Update Overview

Ms. Creasey provided an overview of the upcoming update to SRTC's Public Participation Plan (PPP), a federally required document that explains how the public can be involved in SRTC's work and outlines the agency's outreach responsibilities. The PPP guides both legal requirements and SRTC's own commitments for engaging the public during planning and decision-making processes.

Ms. Creasey noted that since the last update, SRTC has significantly expanded and modernized its outreach efforts. The agency has adopted more hybrid engagement options, increased participation in community events, and grown its annual summit. A major milestone was the 2025 launch of SRTC's new brand and website, along with an internal messaging guide to help staff and partners communicate more clearly and consistently with different audiences.

The update will include a visual refresh to align with SRTC's new brand and a reorganization of the content to make the document more user-friendly for both the public and staff. It will also better define the differences between outreach to partner agencies and outreach to the general public, since those efforts require different approaches. Public feedback will help shape the plan, particularly regarding preferred ways to receive information, such as email, social media, or other communication tools. Staff will also review the document to ensure it meets current federal requirements and addresses minor recommendations from SRTC's most recent federal certification review.

Planned outreach for the PPP update includes online and in-person surveys, participation in



community events, and presentations to groups such as the Equity Working Group. A required 45-day public comment period will be held, including a public meeting. The draft PPP will be developed through May, when the Board will review it and authorize its release for public comment. Committee workshops are scheduled for February, with a final recommendation from the committee anticipated in June and Board adoption targeted for July.

Ms. Creasey invited committee members to share suggestions and emphasized the value of their involvement beyond regular meetings, particularly in helping shape outreach strategies and share information with the communities they represent.

In response to a question about the annual summit, Ms. Creasey explained that the event format continues to evolve each year based on attendee feedback, available speakers, and the selected topics, with SRTC adjusting the structure and programming accordingly.

INFORMATION (NO PRESENTATION)

8 Agency Update

Mr. Kloskey thanked everyone for attending the meeting, both in person and online, and welcomed the new members. He also apologized for the technical difficulties experienced during the virtual portion of the meeting, noting that SRTC has been dealing with internet issues that caused a few interruptions and that staff are working to resolve them.

He reminded members that parking is available for those attending meetings in person. Anyone planning to drive should notify Anadia in advance so parking can be arranged for a three-hour block.

Mr. Kloskey also highlighted a grant opportunity for teen bicycle education programs in the Spokane area, which was shared via email the previous week. The program is offered through the Cascade Bicycle Club, with awards ranging from \$75,000 to \$250,000 and the potential for renewal in future years. Applications are due March 31, and members were encouraged to review the email or contact staff for more information.

He announced that the interactive online companion to the recently adopted Horizon 2050 Metropolitan Transportation Plan is now available on the SRTC website. The tool includes maps and interactive features that make the plan easier to explore. Members were encouraged to view and share the resource.

Finally, Mr. Kloskey noted that the March committee meeting may be canceled due to a lack of action items. He explained that meetings are occasionally canceled when there is no pressing business, and a final decision will be shared once confirmed.

There being no further business, the meeting was adjourned at 4:07 PM

Anadia Grier, Clerk of the Board