




# Spokane Regional Transportation Council

## Transportation Advisory Committee Meeting

**Wednesday, June 24, 2026**

 [www.srtc.org](http://www.srtc.org)

 509-343-6370

 421 W Riverside Ave, Suite 500  
Spokane, WA 99201



# Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) – Final Draft

**Benjamin Kloskey**  
Associate Transportation Planner II

**TTC: Agenda Item 4 | Page 15**  
**TAC: Agenda Item 4 | Page 15**

**June 24, 2026**

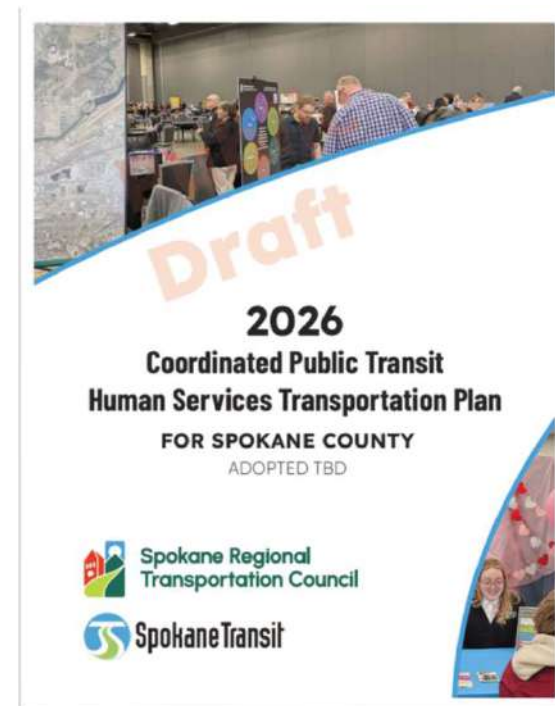


# Requested Action

Recommend Board approval of the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan.

# Plan Overview

- 2026 Update to CPT-HSTP
  - Previous plan: 2022
- Plan Goals
  - Identify service gaps
  - Funding opportunities
  - Increase awareness
- Community Engagement
  - Survey, open house, etc.



# Draft Plan Timeline

Development Schedule	Dec. 2025	January	February	March	April	May	June	July
Graphics and Text			Active					
Outreach	Stakeholder Meeting		Stakeholder Meeting			Stakeholder Meeting	Open House	
Public Comment						May 26 <sup>th</sup> → June 16 <sup>th</sup>		
Committee Presentations			Active			Draft	Final Draft Approval	
Board Presentations				Active			Draft	Final Draft Approval

# Plan Structure

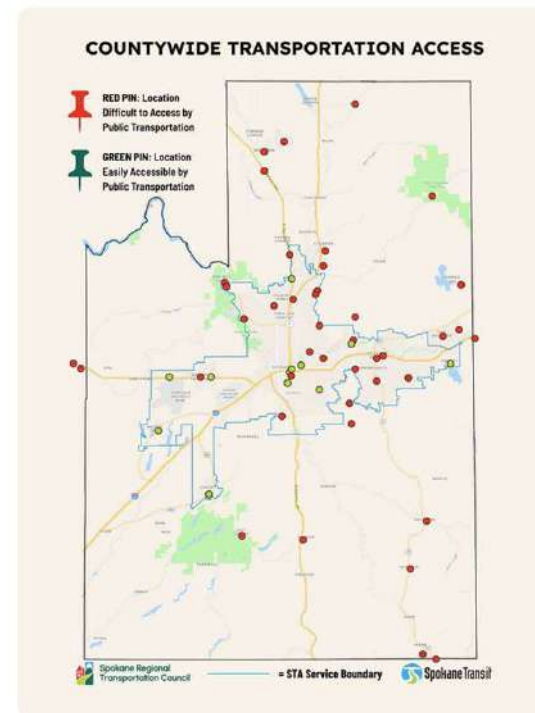
- Sections:
  - **1**-Introduction
  - **2**-Regional Context
  - **3**-Current Services
  - **4**-Outreach and Community Feedback
  - **5**-Strategies and Priorities
  - **6**-Emergency Management
  - **7**-Conclusion

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# Key Changes from 2022

- Comment “Bubbles”
- Area Profiles
- Strategies and Priorities
- Outreach Approach



# Requested Action

Recommend Board approval of the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan.

# Questions

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# US 395 North Spokane Corridor/I-90 Connection

June 24, 2026

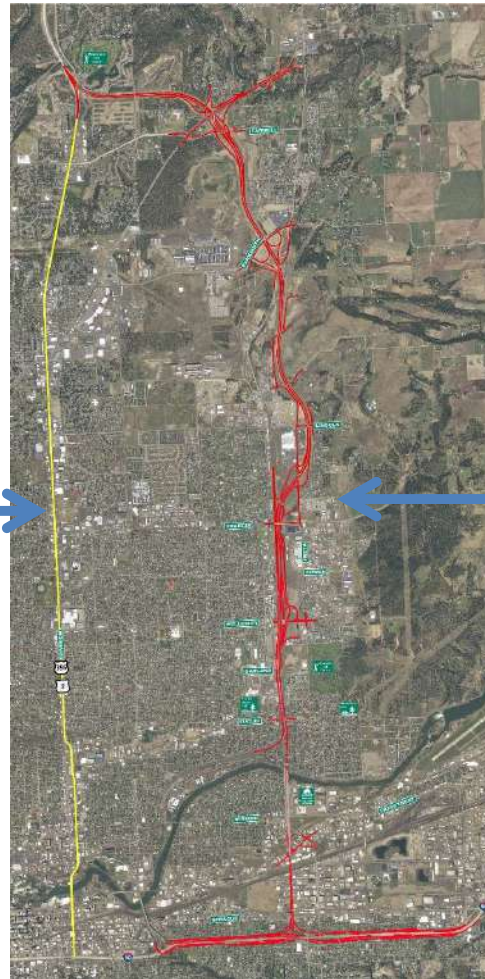
Alex Proszek, P.E. – Project Engineer

Robyn Lashbrook, P.E. – Project Engineer

Charlene Kay, P.E., MURP –Regional Administrator

**PROJECT NEED**  
**US 395**  
**Division Street**

- 9 miles
- Up to 45 minutes
- 29 traffic signals
- Low clearance
- Passes by
  - Schools
  - Churches
  - Homes
  - Parks
  - Retail
- Pollution
- Heavy truck freight traffic on surface arterials



**PROJECT PURPOSE**  
**US 395**  
**North Spokane**  
**Corridor**

- 10 miles
- 10 minutes
- 0 traffic signals
- Limited access
- Reduced emissions
- Multi-modal
- Opens new industrial areas for economic development
- Annual societal cost savings from reduced collisions - \$22 million
- Freight
  - \$13.5 billion/year
  - Fuel & time savings

# Finishing What We Started



# Current Progress

- Spokane River to Columbia – completed 2024
  - NSC to Wellesley Ave. opened in Nov. 2023
- Children Of the Sun Trail – completed 2024
  - Portion of trail opened in June 2024
- Sprague Ave to Spokane River – Stage 1 – completed 2023
- Spokane River Crossing **Under construction**
- Sprague Ave to Spokane River – Stage 2 – **Awarded to contractor**
- Sprague Ave to Spokane River – Stage 3 – **Under construction**
- I-90 to Sprague Ave – **Design Phase**

Stage 2 including Trent Avenue Interchange



Stage 3 and Interstate 90 connection project



## NSC FUNDING AT A GLANCE - Connecting Washington

PROJECT	PRIOR to 2023	2023-2025	2025-2027	2027-2029	2029-2031	TOTAL
US 395 North Spokane Corridor	316.9	173.7	372.9	411.5	28.4	1,303.3
Children of the Sun Trail - Sprague Avenue to Spokane River	0	0	2.1	0.5	27.3	30

(Dollars rounded, shown in millions)

- North Spokane Corridor is currently fully funded for completion.
- Expenditures spread out from 2017 to 2031.
- Delivery schedule and budget contingent upon legislative action.

# NSC – Spokane River Crossing

Awarded to: Kuney Construction

Active Construction: 2023 - 2026



# NSC – Sprague to Spokane River Stage 2

This project will construct new NSC lanes from roughly Alki Avenue to Mission Avenue and connect with Stage 1. It also includes the half interchange at SR 290.

Awarded to: Kuney Construction

Active Construction: 2026-2029



# NSC – Sprague to Spokane River Stage 3

This project will construct elevated structures for the NSC from roughly Sprague Avenue to Alki Avenue.

Awarded to: Kuney Construction  
Active Construction: 2025-2028



# NSC – I-90 Connection

This project will construct elevated structures for the NSC from roughly Sprague Avenue to Alki Avenue.

Awarded to: Kune Construction

Active Construction: 2025-2028



# Enhanced Multimodal Bridges



# Enhanced Multimodal Bridges





Altamont Street looking northeast





Altamont Street looking north

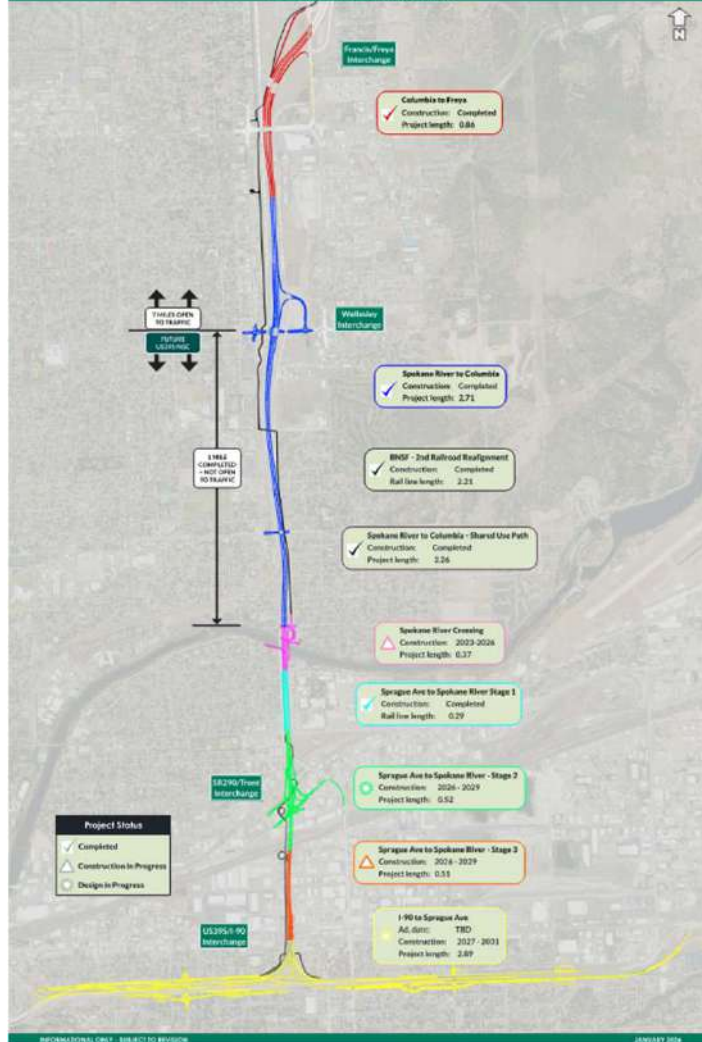




Freya/Thor Street looking northeast



North Spokane Corridor - Connecting Washington  
I-90 to Francis/Freya Interchange



# QUESTIONS?



# Senate Bill 5853 - Requirements

WSDOT may **lease** property to a **community-based nonprofit corporation** or the **department of commerce**, to be used for the **following community purposes** made unavailable due to the placement of the highway projects:

- Housing and ancillary improvements
- Parks
- Community revitalization projects
- Enhanced public spaces, such as trails and public plazas
- Projects that provide enhanced economic development in the impacted community.

# Inventoried Available Land North of the Spokane River



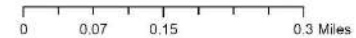
Spokane Image Consortium, Vantor, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community,

### Pilot Parcels

- E. Euclid Ave. & N. Greene St.
- E. Piper Road & N. Fairview Road
- E. Wellesley Ave. & N. Market St. A
- E. Wellesley Ave. & N. Market St. B
- Max Snyder (Bldg 50)
- N. Freye St. & US 395
- N. Greene St. & E. Cleveland Ave.

### Legend

- N. Greene St. E. Euclid Ave.
- N. Market St. & E. Fairview Ave.
- N. Newport Hwy. & E. Farwell Road (NW)
- N. Newport Hwy. & E. Farwell Road (SW)
- N. Ralph St. & E. Montgomery Ave.
- US 395 & Gerlach Road
- North Spokane Corridor



# Available Public Land



Washington State  
Department of Transportation

N. Newport Hwy. & E. Farwell Road  
(southwest section)  
Spokane, Washington



# **SRTC Data Program Development**

**SRTC Committees  
Agenda Item 6  
Page 16**

**June 24, 2026**



# Project Overview

- ▶ **SRTC relies on a wide range of data products to support regional planning**
- ▶ **The current UPWP includes the development of a formal data program framework to:**
  - › **Improve consistency + efficiency**
  - › **Standardize collection, documentation + tracking**
  - › **Define data governance + stewardship roles**

# Defining a Data Product

- ▶ **A dataset or derived information asset—such as a GIS layer, map, dashboard, model, or database—that is created, curated, and maintained for use in SRTC analysis, planning, decision-making, or reporting.**

# SRTC Data Program Development Project Scope + Schedule

Project Tasks	2026												2027					
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>1. Inventory Core Data Products</b>	[Yellow]						[Grey]											
1.1 Develop project schedule + scope + deliverables	[Yellow]	[Yellow]																
1.2 Identify core internal data products			[Yellow]	[Yellow]														
1.3 Identify core external data products			[Yellow]	[Yellow]														
1.4 Develop data inventory					[Yellow]	[Yellow]												
<b>2. Design Data Program Framework</b>	[Grey]						[Red]						[Grey]					
2.1 Identify data collection + processing requirements							[Red]	[Red]										
2.2 Map update schedules for core internal data products									[Red]	[Red]								
2.3 Map update schedules for core external data products									[Red]	[Red]								
2.4 Develop SRTC Data Atlas											[Red]	[Red]						
<b>3. Identify Data Needs</b>	[Grey]												[Purple]					
3.1 Identify and inventory gaps + needs in internal data products													[Purple]	[Purple]				
3.2 Identify + inventory gaps + needs in external data products															[Purple]	[Purple]		
3.3 Identify + inventory new data products related to upcoming UPWP tasks															[Purple]	[Purple]		
3.4 Prioritize potential new data products to address identified needs																	[Purple]	[Purple]

# Task 1: Inventory Core Data Products

- ▶ **Identify SRTC's core data products (internal + external)**
  - › GIS layers + datasets
  - › Maps, dashboards + other visualizations
  - › Modeling + analysis tools
  - › Reports + documentation
- ▶ **Create a data inventory to:**
  - › Catalog core data products
  - › Improve tracking + management

## Task 2: Design Program Framework

- ▶ **Document workflows + procedures**
- ▶ **Establish update schedules + maintenance cycles**
- ▶ **Identify related work dependencies**
- ▶ **Align data + planning timelines**
- ▶ **Define governance + stewardship roles**
- ▶ **Develop archiving + sharing guidelines**

# Task 3: Identifying Data Needs

- ▶ **Evaluate gaps in existing data products**
- ▶ **Identify data needs to:**
  - › **Meet MPO/RTPO requirements + responsibilities**
  - › **Strengthen SRTC planning + decision-making**
  - › **Improve information for stakeholders + the public**
  - › **Support member agency needs**
- ▶ **Prioritize identified data needs + opportunities**

# Next Steps

- ▶ **Finalize data inventory**
- ▶ **Develop workflow documentation guides**
- ▶ **Data needs prioritization workshop later this year (Fall 2026)**

# Questions?

**David Fletcher**  
**Principal Transportation Planner**  
**[dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509-343-6370**

**June 24, 2026**



# Critical Urban and Rural Freight Corridors Update

**SRTC Committees**  
**Agenda Item 7**  
**Page 17**

**June 24, 2026**



# Overview

- ▶ **WSDOT has asked MPOs and RTPOs to review and update Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) designations within their regions.**
- ▶ **This follows the National Highway Freight Program (NHFP) project selection process that occurred earlier this year.**
  - › **Projects awarded NHFP funds must be on the National Highway Freight Network (NHFN).**

# CUFC/CRFC Designation

- ▶ **Two of four key components of the NHFN:**
  - › **Primary Highway Freight System (PHFS)**
  - › **Other Interstate portions not on the PHFS**
  - › **CUFC**
  - › **CRFC**
- ▶ **Subject to mileage cap established by the Bipartisan Infrastructure Law (BIL)**
- ▶ **Designation allows use of NHFP formula funds and INFRA programs for eligible freight projects**

# CUFC/CRFC Requirements

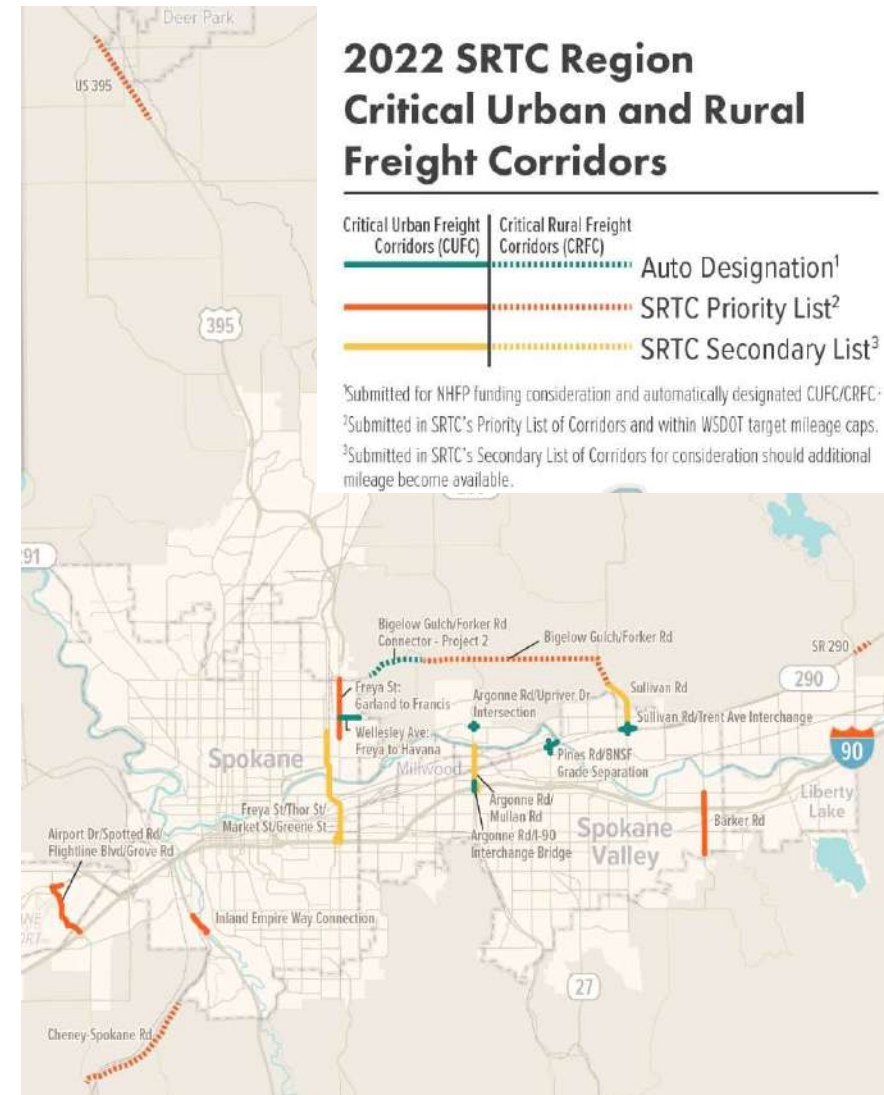
- ▶ **Proposed new segments should:**
  - › Support projects anticipated to seek federal freight funding (INFRA or similar program) within the next 4 years
  - › Be on public roadways
  - › Have a connection to freight transportation through at least one of the following:
    - Located on the existing Freight and Goods Transportation System (FGTS)
    - Provide a connection to major freight facilities
    - Demonstrated importance to regional or statewide freight movement with supporting, verifiable data

# WSDOT's Designation Process

- ▶ **Proposed new segments should:**
  - › Support projects anticipated to seek federal freight funding (INFRA or similar program) within the next 4 years
  - › Be on public roadways
  - › Have a connection to freight transportation through at least one of the following:
    - Located on the existing Freight and Goods Transportation System (FGTS)
    - Provide a connection to major freight facilities
    - Demonstrated importance to regional or statewide freight movement with supporting, verifiable data

# Previous SRTC Process

- ▶ In 2022, the region submitted corridors for CUFC/CRFC consideration using the following criteria:
  - › Corridors w/projects included in the 2022 SRTC NHFP Regional Priority Freight Projects list
  - › Other projects submitted to SRTC for consideration but not included in the final list
    - Prioritized by their NHFP process score



FFY 2027–2032 NHFP

# Regional Freight Priority Projects List

#	Project Name	Agency	2026 Unified List Project Status	NHFP Funding Request Amount	Evaluation Criteria Scores						Total
					Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment	
1	<b>Sullivan/Trent Interchange</b>	Spokane Valley	▶ Development	\$3,000,000	20	16	1	15	16	5	<b>73</b>
2	<b>Latah Bridge Rehabilitation</b> Design Only	Spokane	▶ Development	\$2,000,000	20	12	1	10	11	10	<b>64</b>
3	<b>Argonne Rd Project #2</b> Argonne/Upriver Intersection	Spokane County	▶ Development	\$4,300,000	12	20	1	15	14	0	<b>62</b>
4	<b>Barker/I-90 Interchange</b>	Spokane Valley	▶ Initiation	\$2,000,000	12	20	1	15	13	0	<b>61</b>
5	<b>Monroe St Bridge</b>	Spokane	N/A	\$3,745,000	12	12	1	15	13	5	<b>58</b>
6	<b>21<sup>st</sup> Avenue Improvements Phase 1</b> Garfield to Hayford	Airway Heights	N/A	\$1,697,000	0	20	1	15	15	5	<b>56</b>
7	<b>Harvard Rd/BNSF Grade Separation</b> Planning Study	Spokane County	N/A	None	6	20	1	15	13	0	<b>55</b>
8	<b>Inland Empire Way</b> Northbound Only	Spokane	▶ Initiation	\$5,408,000	0	12	4	15	14	5	<b>50</b>
9	<b>Craig Rd &amp; I-90 Four Lakes Connection</b>	Spokane County	▶ Development	\$57,868,500	6	16	1	5	11	0	<b>39</b>
10	<b>Argonne Rd Project #1</b> Wellesley to Columbia Rehabilitation	Spokane County	▶ Development	\$5,000,000	20	0	2	0	14	0	<b>36</b>
11	<b>Argonne Rd Project #3</b> Centennial Trail Argonne Gap	Spokane County	▶ Development	\$3,400,000	0	12	2	0	14	5	<b>33</b>

# Questions?

**David Fletcher**  
**Principal Transportation Planner**  
**[dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509-343-6370**

**June 24, 2026**



# Transportation Improvement Program (TIP) Annual Obligation Report

**Benjamin Kloskey**  
Associate Transportation Planner II

**TTC: Agenda Item 8 | Page 18**  
**TAC: Agenda Item 8 | Page 18**

**June 24, 2026**



# Obligation Definitions

- **Obligation**

- The Federal Government has authorized the project sponsor to start work on that phase/project. **Funds are then allowed to be spent down.**

- **De-Obligation**

- Funds that have been obligated, but went unspent, are de-obligated and **returned to the awarding agency.**

**2026 - 2029**

**TRANSPORTATION  
IMPROVEMENT  
PROGRAM**

ADOPTED 10/09/2025

# Annual Obligation Report

- Yearly report
  - Federal requirement
- Provide information on:
  - Previous, current, and future federal funds programmed

## TRANSPORTATION IMPROVEMENT PROGRAM

Calendar Year 2025 Project Obligation Report

# 2025 Obligations and De-obligations

## Obligated

**TABLE 1**

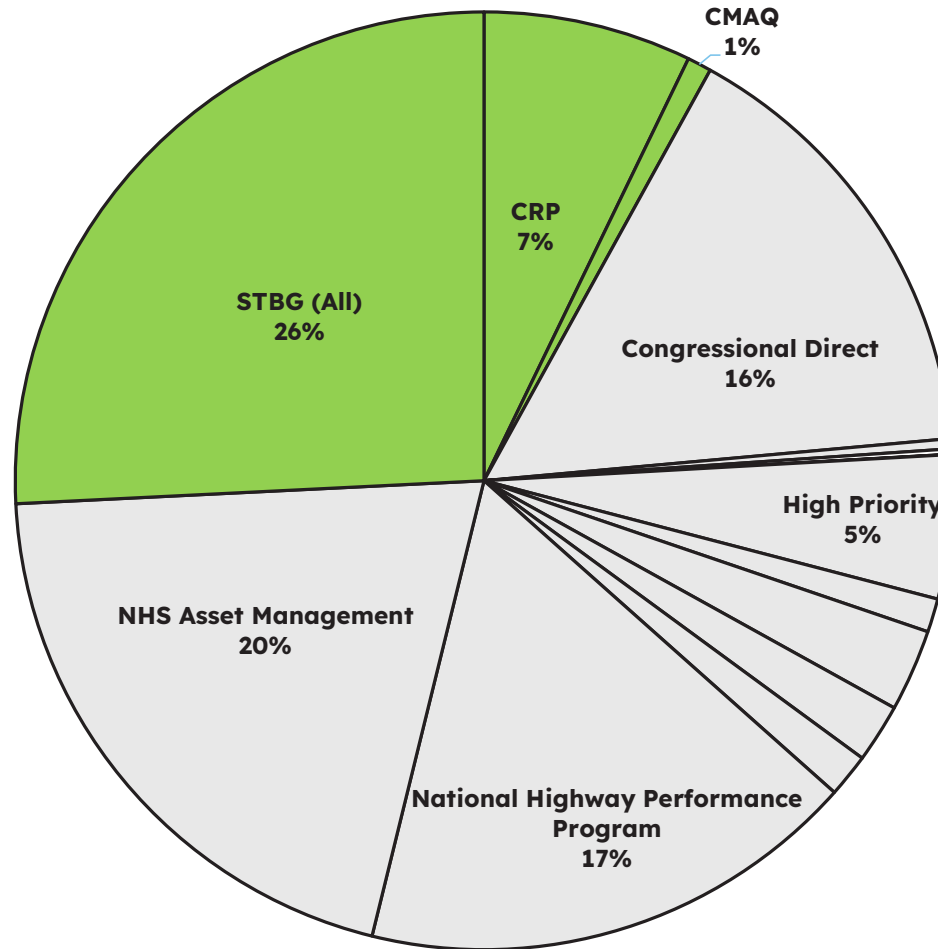
Program Year	Federal Funds Obligated
2025	\$35 million
2024	\$51 million
2023	\$61 million
2022	\$49 million
2021	\$44 million

## De-Obligated

**TABLE 3** (totals may not sum due to rounding)

Fund Source	Federal Funds Obligated
Bridge	-\$261,647
CMAQ	-\$104,716
Congressional Direct	-\$77,850
HSIP	-\$409,651
NHS Asset Mgt	-\$604,049
Railroad	-\$152,679
SRTS	-\$593,125
STBG Regional	-\$855,746
STBG set-aside (TAP)	-\$1,288
<b>Total</b>	<b>-\$3,060,751</b>

## FUNDS OBLIGATED BY TYPE



# Current Status

- Current Obligation Estimation:
  - SRTC ~**\$16.8m**
  - Non-SRTC ~\$64.5m\*
  - **Total: \$81.3m**
- SRTC Managed Obligation Target: ~**\$14.5m**

# Questions

[bkloskey@srtc.org](mailto:bkloskey@srtc.org)

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**Ben Kloskey**

Associate Transportation Planner II  
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**Spokane Regional Transportation Council**  
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# Bicycle Level of Traffic Stress (LTS) Update

**SRTC Committees**  
**Agenda Item 9**  
**Page 19**

**June 24, 2026**



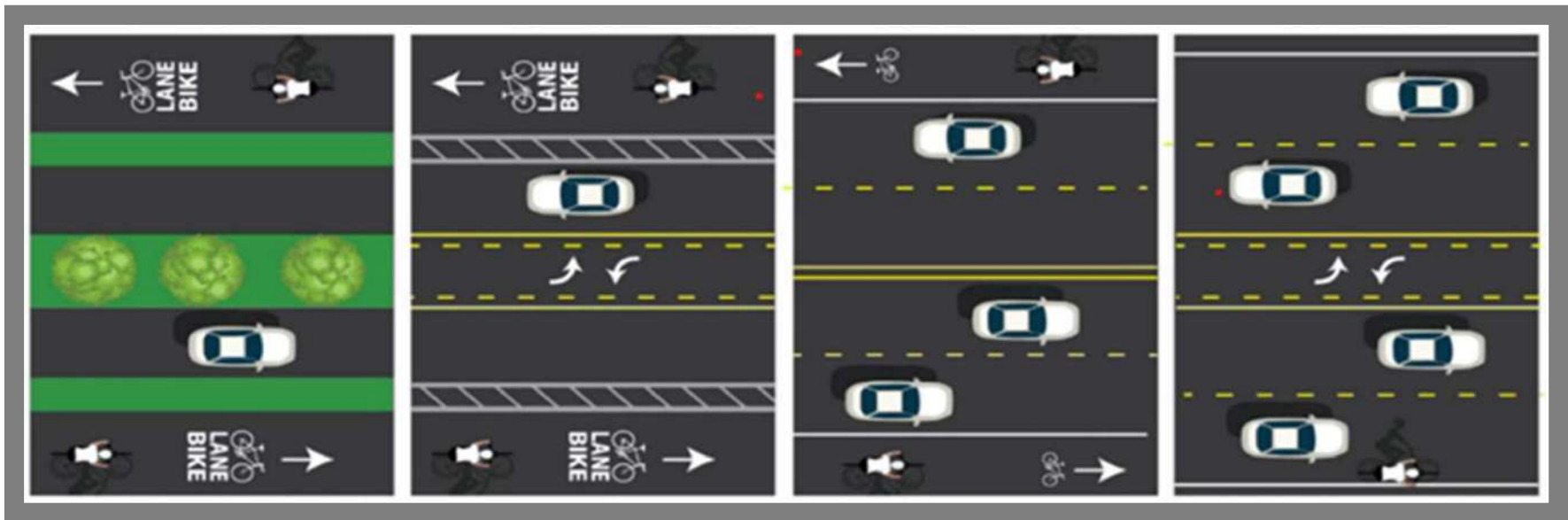
# What is Level of Traffic Stress

LTS - 1

LTS - 2

LTS - 3

LTS - 4



# The Update Process:

1. Analyze the Horizon 2050 Regional Bicycle Priority Network
2. Update the GIS database
3. Calculate the LTS.

Bike Lanes are greater than or equal to 7 feet (allows for 5' plus 2' buffer)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-7000	2	2	2	3	4	4	4
	>7000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

Bike Lanes are less than 7 feet (must be 5' or greater to be within standard)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	2	2	4	4	4	4
	751-1500	1	2	2	4	4	4	4
	1501-3000	1	2	2	4	4	4	4
	3000+	2	2	2	4	4	4	4
2 thru lanes per direction	0-7000	2	2	3	4	4	4	4
	>7000	3	3	3	4	4	4	4
3+ thru lanes per direction	Any ADT	3	3	4	4	4	4	4

Protected Bicycle Lane (parking or robust vertical barrier separation)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	1	2	2	2	2
	751-1500	1	1	1	2	2	2	2
	1501-3000	1	1	1	2	2	2	2
	3000+	2	2	2	2	2	2	2
2 thru lanes per direction	0-7000	2	2	2	2	2	2	2
	>7000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

Vertically Delineated Bicycle Lane (Buffered bike lane with flexible delineator/candlestick)								
Lanes	AADT	<=20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	2	3	3	4
	751-1500	1	1	2	2	3	3	4
	1501-3000	1	1	2	2	3	3	4
	3000+	2	2	2	3	3	4	4
2 thru lanes per direction	0-7000	2	2	2	3	3	4	4
	>7000	2	2	3	3	3	4	4
3+ thru lanes per direction	Any ADT	2	2	3	3	3	4	4

# Summary

- Identify Safety and Comfort Gaps
- Understand the nature of the Regional Bicycle Priority Network
- Support regional mode choices



# Questions?

**Angela Paparazzo | Associate Transportation Planner**  
apaparazzo@srtc.org | 509.343.6376





# STA Proposition 1

Maintenance and Enhancement of  
Public Transportation Services Transit

Primary Election | August 4, 2026



# About Spokane Transit Authority

- STA is a public transportation benefit area (PTBA) authority, established under state law by local jurisdictions to provide public transportation throughout central Spokane County
- Mission Statement
  - We provide safe, inclusive, convenient, and efficient public transportation services to Spokane area communities.*
  - We are leaders in transportation and a valued partner in the region's social fabric, economic infrastructure, and quality of life.*
- Vision Statement
  - Connecting everyone to opportunity*



***STA serves seven cities and parts of unincorporated Spokane County, covering a population of 481,600.***

*Fall 2025 WA Office of Financial Management estimate*



# STA PROPOSITION 1

August 4, 2026

**MAINTAIN TODAY'S TRANSIT  
SUPPORT TOMORROW'S GROWTH**

## Spokane Transit Proposition 1

- On August 4, 2026, voters in Spokane County's transit service area will be asked whether to renew the existing local sales tax that funds public transit
- This 0.2% sales tax was approved by voters in 2016 and is set to expire on December 31, 2028

# This is not a new tax—it is a renewal

- The 0.2% (two-tenths of one percent) is already part of the current Spokane sales tax rate
- This measure does not increase the rate above the amount voters previously approved
- If renewed, the existing rate would continue supporting public transit through December 31, 2048, unless renewed again by voters

*For every \$10 retail purchase, 2¢ would go toward supporting public transit*



Most money would go toward maintaining current service

Part would be invested in improvements under the Connect 2035 plan

# STA Moving Forward (2017-2026)



Projects completed:  
of the 27 projects,  
STA is delivering on  
26 of them



Service grew by over  
35% (passing the  
original goal)



City Line was  
completed \$14  
million under budget



New transit centers  
were built that  
increased capacity  
and improved access



Over \$138 million in  
grants were secured  
by STA



Zero debt

# How the money would be used

- Most funding from the renewed sales tax would **maintain** the improved service levels achieved over the last 10 years during STA Moving Forward
- The remaining funding would **enhance** that service over the next 10 years as outlined in the Connect 2035 plan



# Connect 2035: STA's New 10-year Strategic Plan

*STA Proposition 1 would fund more than 40 projects to:*



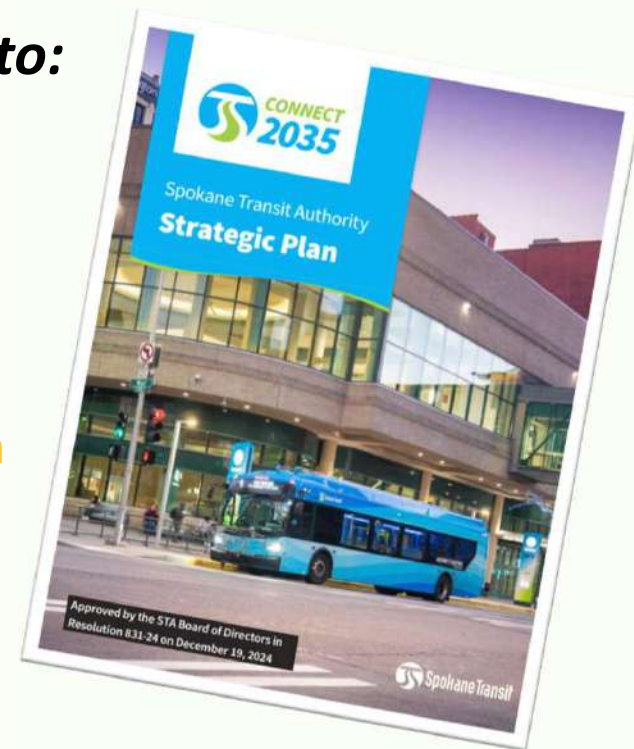
**Goal 1 – Elevate the customer experience**



**Goal 2 – Lead and collaborate with community partners to enhance the quality of life in our region**



**Goal 3 – Strengthen our capacity to anticipate and respond to the demands of the region**





## ELEVATE THE CUSTOMER EXPERIENCE

*Expand and improve transit options so more people can access fast, reliable service and a safe, comfortable ride from start to finish.*

- Launch **Division Street Bus Rapid Transit (BRT)** and other High Performance Transit corridors, including Route 33 Wellesley
- Implement **bus stop upgrades**, such as shelters, lighting, and ADA access
- Design **mobility-on-demand** pilot services in areas such as West Plains, Latah Valley, Northeast Spokane, North Spokane Valley, and Liberty Lake
- Sustain new **Transit Ambassador** program to support riders



## LEAD AND COLLABORATE WITH COMMUNITY PARTNERS

*Work with partners to expand transit access, strengthen community benefits, and encourage development and services near high-frequency transit.*

- **Expand access** for low-income riders
- Partner with cities to support **more housing near transit**
- **Include transit passes** with sporting and cultural event tickets
- Work with local businesses to improve transit access and **support the regional economy**
- **Expand EV charging** at park-and-ride locations



## STRENGTHEN OUR CAPACITY

*Invest in staff, plan strategically for the future, and manage resources responsibly to sustain and strengthen the organization.*

- **Invest in bus drivers and mechanics** with better facilities and support for reliable service
- **Improve real-time information** through technology upgrades, including Transit App
- Enhance vehicles and use data to **improve safety**
- Build clear, user-friendly dashboards to **increase transparency and accountability**

## The Goals Driving Connect 2035

Over the next decade, Spokane Transit will pursue three ambitious goals to create a more accessible, reliable, and connected transportation network. Explore the projects and core investments that will bring this vision to life.

### Goal 1:

Elevate the Customer Experience

### Goal 2:

Lead and Collaborate with Community Partners

### Goal 3:

Strengthen Our Organizational Capacity

### Core Investments:

Advance all three strategic goals and guide our next decade

Division Street BRT

Operations Base

Zero Emission Buses

In-Progress

### Division Street BRT



Division Street Bus Rapid Transit (BRT) is a transit improvement project that will expand existing bus service between downtown Spokane and north Spokane and Spokane County.

***Learn more about the plan and its projects, including Division Street BRT, at [staconnect2035.com](http://staconnect2035.com)***

# Proposition 1: If Passed vs. Not Passed

Topic	If Renewed (YES)	If Not Renewed (NO)
<b>Local Sales Tax</b>	Continues at the current voter-approved rate of 0.2%	0.2% authorization expires December 31, 2028
<b>Transit Funding</b>	Continues through 2048 from this tax funding source	Approximately \$30 million per year in transit funding ends after 2028
<b>Current Service</b>	Existing service can be maintained	STA would need to reduce service to match lower funding in the future
<b>Projects and Plans</b>	Major improvements, such as Division St. BRT, mobility on demand, corridor planning, and bus stop improvements, can move forward	Projects would be delayed, scaled back, or not delivered
<b>State and Federal Funding</b>	STA remains a strong candidate for competitive grants that leverage local dollars	STA would lose approximately \$12.6 million per year in Washington State transit support and special needs grants, and the \$82 million federal funds for Division Street BRT would be at risk

# What About STA's Reserves?

- STA's reserves:
  - Fund one-time projects outlined in Connect 2035
  - Protect taxpayers from unexpected costs
  - Are not a funding source designed to be used for ongoing daily service
- The 0.2% sales tax:
  - Funds continued service and projects
  - Helps qualify STA for additional state and federal grants, increasing overall value of taxpayer dollars

# Questions

# Register to Vote

**Visit [sos.wa.gov/elections](https://sos.wa.gov/elections)  
to register to vote in the  
primary election by  
August 4, 2026**

