



Transportation Advisory Committee Meeting Minutes

Wednesday, May 27, 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: Monica Harwood Duncan, Carlie Hoffman, Kim Zentz

In attendance were:

Committee Members:

Mike Ankney (Chair)
Jared Aranda
John Barber (Vice Chair)
Derrick Braaten
Raychel Callary
David Eash
John Griffin
Anna Gyure Havlek
Charles Hansen
Katie Melby
Paul Vose
Ann Winkler

Staff:

Eve McMenamy
Deputy Executive Director
Anadia Grier
Admin-Executive Coor.
Jason Lien
Transp. Planning Manager
David Fletcher
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Michael Redlinger
Associate Transp. Planner 3
Ben Kloskey
Associate Transp. Planner 2

Guests:

Rendall Farley
Avista
Madeline Arredondo
STA



2 Public Comments

There were no public comments.

Member Comments

There were no member comments.

Chair Report on SRTC Board Meeting

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

ACTION ITEMS

3 Consent Agenda

- a. April TAC Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – June 2026

Mr. Eash made a motion to approve the April TAC Meeting Minutes as presented. Mr. Braaten seconded the motion. The motion passed unanimously.

Mr. Braaten made a motion to approve the CY 2026-2029 Transportation Improvement Program (TIP) Amendment – June 2026 as presented. Ms. Winkler seconded the motion. The motion passed unanimously. Ms. Melby recused herself from the vote.

4 Funding Recommendation to Support Regional Obligation Authority (OA) Target

Mr. Kloskey presented a recommendation to award a combined total of \$1 million in Carbon Reduction Program Rural (CRP-R) and Surface Transportation Block Grant (STBG) funds to the City of Deer Park's North Colville Reconstruction Project to support achievement of the regional obligation authority (OA) target.

Mr. Kloskey explained that SRTC is required to meet an annual federal obligation target based on its federal transportation funding allocations. For 2026, the regional target is approximately \$14.5 million. He noted that the target has been affected by de-obligations carried over from 2025, as well as additional de-obligations occurring in 2026. As a result, SRTC is currently projecting a shortfall of approximately \$783,000 below the required target. He also reported that staff recently received information about an advance obligation associated with a Spokane County project; however, because project obligations and de-obligations remain fluid, staff recommended proceeding with the funding award to help manage risk and ensure the regional target is achieved.

Mr. Kloskey stated that the Deer Park project currently includes a local match of approximately 56%, well above the required minimum of 13.5%. The proposed award consists of approximately \$534,000 in CRP-R funds and \$466,000 in STBG funds. He explained that utilizing the available CRP-R funding is particularly important because the Carbon Reduction Program is expected to be discontinued next year, making it a priority to obligate the



remaining funds while eligible projects are available.

Mr. Kloskey further explained that meeting the regional OA target is necessary to position projects in the region for potential funding from redistributed obligation authority. The proposed award would both reduce the local share required for the Deer Park project and help SRTC achieve its regional obligation target while providing additional flexibility should further de-obligations occur later in the year.

During discussion, committee members asked about the potential impact of recently identified project obligations and the availability of Carbon Reduction Program funding. Mr. Kloskey explained that the advanced obligation associated with Spokane County's project has not yet been finalized and that the recommendation is intended to manage uncertainty in the obligation process proactively. He also confirmed that the available CRP-R funding is unlikely to continue in the next federal transportation funding bill and should therefore be utilized while it remains available.

Mr. Eash made a motion to recommend that the SRTC Board award a combined total of \$1,000,000 using Carbon Reduction Program-Rural (CRP-R) and Surface Transportation Block Grant (STBG) funds to Deer Park's N. Colville Reconstruction project to support reaching the regional OA target. Mr. Hansen seconded the motion. The motion was passed unanimously. Mr. Braaten abstained from the vote.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: Avista and Transportation Electrification

Mr. Farley, Manager of Avista's Electric Transportation Team, provided an overview of Avista's transportation electrification efforts and the long-term outlook for electric vehicles (EVs) in the region. He explained that his team develops and manages customer-facing programs related to transportation electrification, renewable energy, and distributed energy resources, with a focus on creating benefits for customers, the utility system, and the broader region.

Mr. Farley reflected on regional transportation electrification efforts over the past several years, noting that Avista partnered with SRTC, STA, local jurisdictions, and other regional stakeholders to secure grant funding that helped establish and expand EV charging infrastructure throughout the region. He also highlighted the historical role of electric transportation in Spokane, including early electric vehicles and trolley systems operated by Washington Water Power, Avista's predecessor.

Mr. Farley reviewed Avista's transportation electrification planning efforts, including the utility's pilot programs beginning in 2016 and the development of its first Transportation Electrification (TE) Plan in 2020. He explained that the plan established a framework for utility investments in charging infrastructure and customer programs and provided regulatory authorization for Avista to support transportation electrification initiatives. The plan is updated on a five-year cycle and was recently refreshed to guide future investments and program development.



Looking ahead, Mr. Farley stated that Avista continues to project significant growth in electric vehicle adoption across both light-duty and commercial vehicle markets. He noted that transportation electrification is expected to generate substantial regional economic benefits through reduced fuel costs, lower emissions, and increased utilization of locally generated energy resources. He also emphasized that EV charging is a flexible electrical load that can be largely shifted to off-peak periods, helping reduce strain on the electrical grid while supporting overall system efficiency.

During discussion, committee members asked about regulatory oversight, future EV adoption rates, and the ability of the electrical grid to accommodate increased demand. Mr. Farley explained that Avista works primarily with the Washington Utilities and Transportation Commission and noted that while future adoption levels remain difficult to predict, Avista regularly updates its forecasts and planning assumptions. He stated that projected increases in electrical demand from transportation electrification are manageable in the near term and that utility planning efforts focus on encouraging managed charging practices and infrastructure investments to support long-term growth.

Mr. Farley also reviewed projected charging infrastructure needs and discussed Avista's efforts to support workplace charging, fleet electrification, and charging access for multifamily housing. He explained that while the region has made substantial progress in developing public fast-charging infrastructure, future efforts will increasingly focus on partnerships with businesses and fleet operators to support broader EV adoption.

In addition, Mr. Farley highlighted Avista's Community EV Program, which provides electric vehicles and charging equipment to nonprofit organizations to expand transportation services and reduce operating costs. He also discussed emerging opportunities in vehicle-to-grid technologies, distributed energy resources, battery storage, and future partnerships to improve system resilience and reliability.

In closing, Mr. Farley reiterated Avista's belief that transportation electrification will play a significant role in the region's future transportation system and highlighted the economic, environmental, and energy resilience benefits associated with increased adoption of electric vehicles.

6 Guest Presentation: Transit Development Plan

Ms. Arredondo, Associate Transit Planner with Spokane Transit Authority (STA), presented an overview of STA's annual Transit Development Plan (TDP) update. She explained that the TDP is a six-year plan required by state law that outlines how STA intends to meet local and state transportation priorities, identifies planned service improvements and capital investments, and provides updates to WSDOT regarding transit activities.

Ms. Arredondo reviewed STA's Service Improvement Program, a three-year plan covering 2027 through 2029, developed in coordination with STA's financial projections and board-



adopted plans, including Connect 2035. Planned improvements include route adjustments in North Spokane and connections to the West Plains area, implementation of mobility-on-demand pilot services, completion of the Argonne Station Park-and-Ride project, and route restructuring in Spokane Valley.

She explained that the mobility-on-demand program is intended to provide transit service in areas that are not well served by fixed-route transit. The pilot program will use shared vehicles and app-based trip scheduling to help evaluate demand and inform future transit investments.

Ms. Arredondo also provided an overview of STA's Capital Improvement Program (CIP), which identifies capital investments, vehicle acquisitions, and federally funded projects over six years. She noted that approximately 69% of planned capital investments are associated with Connect 2035 initiatives. The CIP also includes projects funded through Federal Transit Administration formula programs, including Section 5307, Section 5310, and Section 5339 funding.

Ms. Arredondo highlighted several major capital projects, including the Wellesley High Performance Transit (HPT) corridor project, which will enhance stations, safety features, and rider amenities along Route 33. She noted that STA is pursuing Regional Mobility Grant funding for the project. She also discussed the Argonne Station project, which will include transit access improvements, park-and-ride facilities, and enhanced passenger amenities to improve regional transit connections.

Additional projects identified in STA's Facilities Master Plan include a new Fixed Route Operations Center, a coach-operator training facility, and a consolidated paratransit and rideshare facility. These projects are intended to support future service growth, workforce development, operational efficiency, and the transition to a zero-emission fleet.

Ms. Arredondo concluded by reviewing upcoming public outreach opportunities, including open houses scheduled for June 9 and June 11, a public hearing on June 18, and opportunities for public comment through STA's website.

During discussion, committee members asked questions about the utilization of the Moran Prairie Park-and-Ride facility and the proposed Argonne Station project. Ms. Arredondo indicated she would follow up regarding recent park-and-ride usage trends. She clarified that a nearby business property referenced during the discussion is not planned for acquisition or demolition as part of the Argonne Station project.

7 Economic Analysis – Update

Mr. Stewart provided an update on SRTC's economic analysis initiative, which aims to support regional priority transportation projects on the Unified List by quantifying economic benefits and strengthening future funding applications. He noted that the SRTC Board has allocated \$50,000 annually to support the effort.

Mr. Stewart reported that two analyses have been completed to date. The first evaluated the



City of Airway Heights' US-2 Multimodal Improvements Project. Using data from existing studies and regional transportation and safety information, the analysis estimated that a \$49.4 million investment in the project could generate more than \$355 million in economic benefits over a 20-year period. Benefits identified included job creation, increased property values and tax revenues, improved safety outcomes, enhanced multimodal accessibility, and reduced maintenance costs.

Mr. Stewart also provided an update on supplemental analysis completed for Spokane County's Argonne Road and Upriver Drive Project in support of a federal BUILD grant application. The analysis examined factors such as safety improvements, multimodal connectivity, property value impacts, and recreational benefits associated with the Centennial Trail corridor. He noted that the analysis estimated approximately \$381 million in economic benefits over a 20-year period and is expected to strengthen the county's grant application.

Looking ahead, Mr. Stewart stated that the next planned analysis will focus on the Barker Road Corridor and Interstate 90 interchange area in Spokane Valley. He explained that staff is awaiting additional information from Spokane Valley's Transportation Subarea Plan before beginning the analysis.

Mr. Stewart also reviewed how economic analyses are selected and coordinated with partner agencies. He noted that SRTC is working with jurisdictions to identify projects that are sufficiently developed to support meaningful economic analysis, and that future efforts will seek to provide geographic balance across the region while supporting projects that may benefit from additional data during competitive grant processes.

During discussion, committee members asked about the relationship between transportation amenities and property values. Mr. Stewart noted that multimodal facilities, such as the Centennial Trail, can enhance the attractiveness of surrounding areas and contribute to higher property values, citing examples from Liberty Lake and Spokane's Kendall Yards. He stated that while he had not observed specific evidence of displacement impacts in the local data reviewed as part of the analyses, enhanced transportation and recreation amenities can influence development patterns and housing demand over time.

8 Intelligent Transportation Systems (ITS) Plan Update

Mr. Lien provided an overview of the upcoming Intelligent Transportation Systems (ITS) Plan update, which is included in SRTC's two-year work program. He explained that ITS encompasses advanced computing, sensing, and communication technologies that connect vehicles, infrastructure, and travelers to improve safety, reduce congestion, and enhance transportation system efficiency.

Mr. Lien stated that the plan update supports goals and policies identified in Horizon 2050, including maintaining and optimizing the existing transportation network through technology and Transportation Systems Management and Operations (TSMO) strategies before pursuing costly capacity expansions. He noted that the current ITS Plan was last updated in 2019 and



that maintaining a current plan was also identified as a strategy in SRTC's Smart Mobility Plan.

He explained that previous ITS Plan updates were led by the Spokane Regional Transportation Management Center (SRTMC). However, due to the regional nature of the effort and the coordination required among multiple agencies, SRTC will lead the update in partnership with SRTMC and other regional stakeholders.

Mr. Lien described several technologies commonly included in ITS networks, such as ramp meters, traffic cameras, coordinated traffic signals, variable message signs, vehicle detection sensors, fiber-optic communication systems, and centralized management through the Transportation Management Center. He noted that while the plan will include an inventory of existing ITS infrastructure, its primary purpose is to identify future technology investments, improve regional coordination, and develop recommendations for implementing ITS projects that enhance transportation system performance.

Mr. Lien reported that SRTC is currently finalizing the scope of work with a consultant and expects to issue a notice to proceed next month. The planning effort will involve coordination with SRTMC, member agencies, emergency service providers, and other regional partners, with completion anticipated in spring 2027.

During discussion, committee members asked about the consultant selection process and how ITS technologies interact with navigation and routing applications used by the public. Mr. Lien explained that a consultant has already been selected through SRTC's on-call planning consultant contract. He noted that the planning effort will consider how transportation technologies, communication systems, and data sources interact to support smarter transportation infrastructure and traveler information systems.

9 Coordinated Public Transit-Human Services Plan (CPT-HSTP)

Mr. Kloskey presented the draft 2026 Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), which is currently available for public comment. He explained that the plan is updated every four years in partnership with the Spokane Transit Authority (STA) and is intended to identify transportation service gaps, raise awareness of available transportation services, and support access to funding opportunities to help address unmet transportation needs throughout the region.

Mr. Kloskey stated that the update included a review of existing transportation services, an identification of changes since the 2022 plan update, the incorporation of community feedback, and a reevaluation of strategies to address current transportation needs. He noted that extensive outreach was conducted throughout the planning process, including a multi-month public survey, open houses, stakeholder meetings, and visits to community organizations and service providers.

He summarized several key themes that emerged from the outreach effort. Participants consistently emphasized the importance of maintaining and expanding existing



transportation services. Rural communities expressed a need for additional transportation options and greater awareness of available services. Stakeholders also identified challenges related to volunteer driver shortages, transportation barriers for older adults living outside the public transit benefit area, technology accessibility, and transportation to medical appointments, particularly for individuals requiring assistance before or after medical procedures.

Mr. Kloskey reviewed the results of the public survey, noting that approximately half of the respondents reported using transit services out of necessity due to a lack of access to a personal vehicle. Survey responses also indicated limited use of paratransit and on-demand transportation services, while many respondents reported difficulty finding transportation options for certain trip needs. He noted that these findings suggest both service gaps and a need for increased awareness of available transportation resources.

Based on outreach findings, service provider interviews, and working group discussions, the draft plan identifies four primary strategies: maintaining existing services, investing in special-needs transportation services, improving access through technology and trip coordination tools, and supporting capital investments in vehicles and transportation facilities. Mr. Kloskey explained that the plan also establishes regional priorities that support eligibility for funding programs, including the Washington State Consolidated Grant Program and the Federal Transit Administration Section 5310 program administered by STA.

During discussion, committee members asked how progress from previous plan updates is measured. Mr. Kloskey explained that the plan does not establish specific performance targets but instead identifies transportation needs, strategies, and eligible project types that service providers can use when pursuing funding opportunities. Additional discussion focused on the plan's title and terminology, with Mr. Kloskey noting that the name is established through state requirements and reflects the coordinated planning process between transit providers and human service organizations.

Mr. Kloskey concluded by reviewing the project schedule. The public comment period remains open through June 16, with the final draft scheduled to return to TAC in June and to the SRTC Board in July for consideration and anticipated adoption. He encouraged committee members to review the draft plan and provide comments during the public review period.

INFORMATION (NO PRESENTATION)

10 Agency Update

Mr. Kloskey announced that TAC meetings will be held in the Selkirk Room in Suite 500 going forward and noted that the room layout may continue to be adjusted as meeting arrangements are finalized.

Mr. Kloskey also provided an update on SRTC's Safe Streets and Roads for All (SS4A) grant application. He explained that staff modified the proposed application following coordination with the Spokane County Sheriff's Office. During those discussions, staff learned that the



Sheriff's Office intends to pursue its own grant application for traffic cameras that includes an AI-based near-miss analysis component. To avoid duplication of efforts, SRTC revised its proposal and instead submitted an application focused on establishing a regional safety summit.

Mr. Kloskey reported that the application was submitted prior to the grant deadline and would support the creation of a regional forum for transportation safety coordination among local agencies and stakeholders. He noted that the proposal will be presented to the SRTC Board for review and direction at an upcoming meeting.

There being no further business, the meeting was adjourned at 4:22 PM.

Anadia Grier, Clerk of the Board