Spokane Regional Transportation Council

TTC MEETING 06/24/2026
CONSENT AGENDA

AGENDA ITEM 3a

Transportation Technical Committee Meeting Minutes

Wednesday, May 27, 2026– 1:00 pm

 # 1 Call to Order/ Excused Absences

Ms. Limon called the meeting to order at 1:00 pm, and attendance was taken.

In attendance were:

Committee Members:

Pete Fisch
City of Airway Heights
Luke Michaels
City of Liberty Lake
Inga Note
City of Spokane
Colin Quinn-Hurst
City of Spokane
Kevin Picanco
City of Spokane
Adam Jackson
City of Spokane Valley
Jerremy Clark
City of Spokane Valley
Sonny Weathers
Small Cities/Towns Rep
Brandi Colyar
Spokane County
Barry Greene
Spokane County
Jami Hayes
Spokane County
Margee Chambers
Spokane Clean Air
Samantha Hennessy
SRHD
Brian Jennings
STA
Tara Limon (Chair)
STA
Shauna Harshman
WSDOT-ER
Glenn Wagemann
WSDOT-ER

Absent Members:

Dan Ferguson
City of Cheney
Julia Whitford
Kalispel Tribe
Maria Cullooyah
Spokane Tribe
Mike Pea
WSDOT-ER

Guests:

Rendall Farley
Avista
Dan Pratt
City of Deer Park
Madeline Arredondo
STA
Charlie Meyersberg
STA
Kristen Armstrong
City of Spokane Valley
Wende Wilber
Kittleson & Assoc.
Stu Barton
J-U-B Engineers
Riannon Zender
J-U-B Engineers
Paul Kropp

Staff:

Eve McMenamy
Deputy Executive Director
Anadia Grier
Admin-Exec 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

 # 2 Public Comments
There were no public comments.

Member Comments
Members shared updates on current projects within their agencies and regions, as well as general staffing updates.

Chair Report on SRTC Board Meeting
Ms. Limon gave a brief overview of May's SRTC Board meeting.

ACTION ITEMS

 # 3 Consent Agenda

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

Mr. Clark made a motion to approve the Consent Agenda as presented. Mr. Greene seconded the motion. The motion was passed unanimously.

 # 4 Funding Recommendation to Support Regional Obligation Authority (OA) Target
Mr. Kloskey presented a recommendation to the SRTC Board to award a combined total of $1 million in Carbon Reduction Program (CRP) Rural 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 yearly federal funding allocations. For 2026, the regional target is approximately $14.5 million. He noted that project de-obligations, largely due to a favorable bidding environment statewide, and other project delivery factors have increased the amount of funding that must be obligated this year. Based on current projections, SRTC faces a shortfall of approximately $783,000 in meeting the target. He also stated that staff recently received additional information regarding an advance obligation from Spokane County, but recommended proceeding with the funding recommendation to help ensure the regional target is achieved, as project obligations and de-obligations continue to fluctuate throughout the year.

Mr. Kloskey reported that the Deer Park North Colville Reconstruction Project currently includes a local match of approximately 56%, exceeding the required minimum of 13.5%. The proposed $1 million award would consist of approximately $534,000 in CRP Rural funds and $466,000 in STBG funds. He explained that the additional federal funding would reduce the project's local match to approximately 27% while remaining roughly double the minimum requirement.

Mr. Kloskey stated that meeting the regional OA target is necessary to position local projects for potential redistributed obligation authority, which may become available after regions achieve their annual targets. He noted that awarding the additional funding would both support Deer Park's project delivery and help the region meet its federal obligation target. He also explained that the CRP program is expected to be discontinued next year and that there are limited eligible projects available to utilize the remaining rural CRP funding before the program sunsets.

There were no questions or comments.

Mr. Picanco 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. Weathers seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

5 Guest Presentation: Avista and Transportation Electrification

Mr. Rendall Farley, Manager of Avista's Clean Energy Solutions Group, provided an overview of Avista's transportation electrification (TE) efforts and future outlook. He began with a brief history of electric transportation in the region, noting that Avista's predecessor, Washington Water Power, utilized electric service vehicles and operated an extensive electric trolley system in the early 1900s. He explained that while electric transportation was eventually displaced by internal combustion engines and diesel-powered transit, the transportation sector is now experiencing a renewed shift toward electrification.

Mr. Farley stated that declining battery costs, improving technology, and the relatively low and stable cost of electricity compared to petroleum fuels are driving widespread adoption of electric vehicles (EVs). He noted that Avista expects electric vehicles to become the dominant form of light-duty transportation by mid-century and anticipates significant growth in electrification across light-duty, medium- and heavy-duty vehicles throughout its service territory.

Mr. Farley reviewed Avista's transportation electrification planning efforts, including pilot programs conducted between 2016 and 2019 that informed the utility's first Transportation Electrification Plan in 2020. He explained that the plan established a framework for utility investments in charging infrastructure and customer programs designed to support cost-effective transportation electrification while providing benefits to all utility customers. Avista recently updated the plan and will continue updating it on a five-year cycle.

Looking ahead to 2035, Mr. Farley reported that Avista projects between 88,000 and 168,000 light-duty EVs within its Eastern Washington service area, along with substantial growth in medium- and heavy-duty electric vehicles. He stated that increased transportation electrification is expected to generate significant regional economic benefits through lower transportation fuel costs, while also supporting utility investments in grid modernization and reliability.

Mr. Farley explained that most EV charging occurs at homes and workplaces and can be shifted to off-peak hours, reducing impacts on the electrical grid. As a result, Avista's programs emphasize customer education, managed charging strategies, and incentives that encourage off-peak charging behavior.

He also reviewed projected charging infrastructure needs, noting that future investments will be particularly important for workplace and fleet charging, as well as multi-unit housing developments. While the region has made substantial progress in developing public fast-charging infrastructure, he stated that additional partnerships with commercial customers and fleet operators will be needed to support continued growth in EV adoption.

Mr. Farley highlighted Avista's Community EV Program, which provides electric vehicles and charging infrastructure to nonprofit organizations serving low-income and underserved populations. He explained that participating organizations use the vehicles for services such as meal delivery and transportation assistance, thereby expanding services while reducing operating costs.

Mr. Farley also discussed Avista's ongoing efforts to maintain and expand a regional network of charging stations through partnerships with local governments, transportation agencies, and state grant programs. He noted that the Spokane region has developed one of the strongest charging networks in the country through collaborative regional efforts.

In closing, Mr. Farley stated that Avista will continue focusing on workplace charging, fleet electrification, customer education, and strategic partnerships to support the transition to electric transportation. He emphasized that transportation electrification offers economic, environmental, and community benefits and will play an important role in the region's future transportation system.

There were no questions or comments.

 # 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 required by state law and serves as a planning document that outlines how STA intends to meet state and local transportation priorities. The plan includes information on service improvements, capital investments, financial planning, and federal formula-fund programming. It provides updates that WSDOT uses to inform the Legislature and demonstrate progress toward statewide transportation policy goals.

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 and Connect Spokane. She stated that the program also incorporates recent route performance evaluations and public requests for new service.

Planned improvements include route adjustments in North Spokane and connections to the West Plains area in 2027; service restructuring in the Spokane Valley and the implementation of a mobility-on-demand pilot in Liberty Lake in 2028; and a mobility-on-demand pilot in West Plains and expanded evening service on select routes in 2029.

Ms. Madeline Arredondo explained that the mobility-on-demand program is a pilot service intended to improve transit access in areas that are not well served by fixed-route transit. The service will use shared vehicles and app-based trip booking and will be implemented in phases, with each pilot running for approximately 2 years.

She also provided an overview of STA's Capital Improvement Program (CIP), which identifies capital investments through 2032 and supports implementation of STA's long-range plans. Ms. Arredondo noted that approximately 69 percent of the planned capital investments are associated with Connect 2035 projects. The CIP also includes projects funded through federal formula grant programs, including Section 5307 Urbanized Area Formula funds, Section 5310 Enhanced Mobility funds for seniors and individuals with disabilities, and Section 5339 Bus and Bus Facilities funds.

Ms. Arredondo highlighted several major capital projects, including the Wellesley High Performance Transit (HPT) project, which will improve service and rider amenities along the current Route 33 corridor between Spokane Falls Community College and Spokane Community College. Planned improvements include enhanced stations and amenities intended to improve safety, comfort, and the overall rider experience. She noted that STA is pursuing Regional Mobility Grant funding to support the project.

She also discussed the planned On-Ramp Station project in Spokane Valley, which will include a new transit stop, park-and-ride facilities, transit priority improvements, and enhanced passenger amenities. The project is intended to improve regional transit connections and support future service integration with City Line, Liberty Lake, and Spokane International Airport.

Ms. Arredondo reviewed several projects identified in STA's Facilities Master Plan, including a new Fixed Route Operations Center, a future coach-operator training facility, and a consolidated paratransit and rideshare facility. These projects are intended to address operational capacity needs, support future growth, improve workforce development, and assist STA's transition to a zero-emission fleet. She noted that STA is seeking grant funding for several of these facility improvements.

In closing, Ms. Arredondo outlined upcoming public outreach opportunities, including open houses scheduled for June 9 and June 11, a public hearing before the STA Board of Directors on June 18, and planned adoption of the Transit Development Plan on July 16.

There were no questions or comments.

 # 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 their economic benefits and strengthening future funding applications. He reminded the committee that the SRTC Board 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. It examined factors including property value impacts, tax revenue generation, safety and health benefits, multimodal transportation improvements, and reduced maintenance costs. The analysis estimated that a $49.4 million investment in the project could generate more than $355 million in regional benefits. The second analysis provided supplemental information for Spokane County's Argonne Road and Upriver Drive Project to support a federal BUILD grant application. The analysis identified approximately $381 million in economic impacts over a 20-year period, including benefits associated with roadway improvements and enhancements to the Centennial Trail corridor.

Mr. Stewart stated that the next planned analysis will focus on the Barker Road Corridor and Interstate 90 interchange area in Spokane Valley. He noted that staff are awaiting information from the Transportation Subarea Study before beginning the analysis. Representatives from Spokane Valley indicated that the study is still being finalized in coordination with the City of Liberty Lake and WSDOT.

Mr. Stewart then sought feedback from partner agencies regarding potential future projects that could benefit from economic analysis. Representatives from several jurisdictions and agencies expressed interest in exploring the service further, particularly as a tool to support future grant applications and funding requests. Participants discussed the timing and readiness of various projects, noting that some projects may require additional planning work before meaningful economic analysis can be completed. Several agencies indicated they would continue internal discussions and coordinate with SRTC staff regarding potential future opportunities.

Committee members also discussed how economic analysis may support transportation grant programs and corridor improvement projects, particularly where benefit-cost information is required for competitive funding applications.

 # 8 Intelligent Transportation Systems (ITS) Plan Update

Mr. Lien provided an overview of the upcoming update to the region's Intelligent Transportation Systems (ITS) Plan, which is included in the agency's two-year work program. He explained that ITS refers to the use of advanced computing, sensing, and communication technologies to improve transportation system performance by connecting vehicles, infrastructure, and travelers. These technologies are intended to reduce congestion, improve safety, and enhance the efficiency of multimodal transportation networks.

Mr. Lien stated that the plan update is supported by policies and strategies in Horizon 2050, including an emphasis on maintaining and optimizing the existing transportation system through Transportation Systems Management and Operations (TSMO) before adding new capacity. He noted that the current ITS Plan was last updated in 2019 and that maintaining an active and current ITS Plan was also identified as a strategy in SRTC's Smart Mobility Plan.

He explained that previous ITS architecture updates were led by the Spokane Regional Transportation Management Center (SRTMC). However, due to the regional coordination required and SRTC's increasing emphasis on technology and TSMO solutions, SRTC will lead the update effort in coordination with SRTMC and regional partners.

Mr. Lien described several components commonly included in an ITS network, 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 serve as a regional coordination tool for planning, maintaining, and implementing future ITS investments.

The completed plan is expected to identify recommended projects, responsible agencies, and implementation priorities to improve the efficiency and operation of the regional transportation system over time.

Mr. Lien reported that SRTC is currently finalizing the scope of work with a consultant who will assist with the update. Following issuance of a notice to proceed, anticipated next month, the project will involve ongoing coordination with member agencies, SRTMC staff, and other regional partners. The plan is expected to be completed in spring 2027, and additional updates will be provided to the committee throughout the planning process.

There were no questions or comments.

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

Mr. Kloskey provided an update on 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 Spokane Transit Authority (STA) and is intended to identify transportation service gaps, increase awareness of existing transportation services, and support access to funding opportunities that help address unmet transportation needs throughout the region.

Mr. Kloskey stated that a major component of the plan update involved extensive community engagement, including a public survey, open houses, stakeholder meetings, and participation in community events. Feedback gathered through the outreach process was used to identify transportation needs, evaluate changes in available services since the 2022 plan update, and develop strategies for addressing current and future transportation challenges.

He summarized several key themes that emerged through the outreach process. Participants consistently emphasized the importance of maintaining and expanding existing transportation services. Rural communities expressed a need for additional transportation options and Mr. Kloskey added that those communities often are unaware of what transportation services do exist. Stakeholders also identified ongoing challenges related to volunteer shortages; transportation barriers for older adults, particularly those living outside the public transit benefit area; limited access to technology for some populations; and difficulties accessing transportation to medical appointments and healthcare services.

Mr. Kloskey also reviewed results from the public survey. Approximately half of the respondents reported using transit services out of necessity because they lack access to a personal vehicle. Survey responses also highlighted a lack of awareness of or use of paratransit and on-demand transportation services. At the same time, many respondents reported difficulty finding transportation options that met their specific travel needs.

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

Mr. Kloskey concluded by outlining the project schedule. The public comment period will remain open through June 16, after which the final draft will be presented to TTC and the SRTC Board for consideration, with plan adoption anticipated in July. He encouraged committee members and partner agencies to review the draft and provide comments during the public review period.

INFORMATION (NO PRESENTATION)

10 Agency Update

Mr. Fletcher provided an update on SRTC's Safe Streets and Roads for All (SS4A) grant application. He explained that following discussions at the previous TTC and Board meetings, staff met with the Spokane County Sheriff's Office regarding a potential application involving AI-enabled safety cameras. During those discussions, staff learned that the Sheriff's Office is pursuing its own grant application that includes an AI analysis component. To avoid duplicating efforts, SRTC shifted its proposed application to focus on developing a regional safety summit.

Mr. Fletcher reported that the application was submitted prior to the grant deadline and proposes establishing a regional forum/summit for transportation safety coordination among local agencies and stakeholders. The summit would complement the statewide safety summit and be held during alternate years. He noted that the Board will receive an update on the application at its next meeting and will have an opportunity to provide direction regarding the proposal.

Mr. Fletcher also reminded committee members that the project submittal period for the 2027 Unified List of Regional Transportation Priorities is currently open. He stated that application materials, including the updated project submittal form and mapping tool, were distributed to member agencies and are available on SRTC's website. Project submissions are due June 12, and staff are available to assist agencies with questions regarding the application process.

There being no further business, the meeting was adjourned at 2:07 PM.

____

Anadia Grier, Clerk of the Board