



Spokane Regional Transportation Council

Board of Directors Meeting

Thursday, 06/11/2026 at 1:00 PM

Hybrid In-Person/Virtual Meeting

- **In Person: 421 W Riverside Ave, Suite 504, Spokane, WA 99201**
- **Online via Zoom:**

<https://us02web.zoom.us/j/82990423233?pwd=umAtOb7zXGZhQgRIqtByx14vkGOIBU.1>

Meeting ID: 829 9042 3233 | Passcode: 100681

By Phone: +125 320 50468

Meeting ID: 829 9042 3233 | Passcode: 100681

Or find your local number: <https://us02web.zoom.us/j/82990423233?pwd=umAtOb7zXGZhQgRIqtByx14vkGOIBU.1>

SRTC welcomes public comments at Board meetings.

The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email: contact.srtc@srtc.org
- By mail: 421 W Riverside Ave Suite 500, Spokane, WA 99201
- By phone: 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at 509-343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.



This agenda was amended on 06/11/2026 to switch Agenda Items 5 and 6 to accommodate STA's schedule, allowing their presentation to occur first due to a conflicting commitment.

Time	Item #		Page #
1:00	1	Call to Order/Record of Attendance/Excused Absences	
1:10	2	Public Comments	
<u>FOR ACTION</u>			
1:15	3	Consent Agenda	
		a. May Board Meeting Minutes	3
		b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – June 2026	12
		c. Vouchers Paid for the Month of May	16
		d. Continued Use of the Riverside Conference Room	17
1:20	4	Funding Recommendation to Support Regional Obligation Authority (OA) Target <i>(Ben Kloskey)</i>	20
<u>INFORMATION AND DISCUSSION ITEMS</u>			
1:25	5	Guest Presentation: Transit Development Plan <i>(Madeline Arredondo, STA)</i> <u>No Memo</u>	N/A
1:40	6	Guest Presentation: Avista and Transportation Electrification <i>(Rendall Farley, Avista)</i> <u>No Memo</u>	N/A
2:00	7	Economic Analysis – Update <i>(Ryan Stewart)</i>	22
2:10	8	Intelligent Transportation Systems (ITS) Plan Update <i>(Jason Lien)</i>	23
2:15	9	Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) – Draft <i>(Ben Kloskey)</i>	24
<u>INFORMATION: No Action or Discussion (Written reports)</u>			
2:20	10	Executive Director’s Monthly Report <i>(Lois Bollenback)</i>	25
		• Ongoing/Upcoming Events and Activities	
		• Transportation Funding – Awards & Opportunities	
		• Safe Streets and Roads for All (SS4A) Grant Application for FFY 2026 – Update	
	11	Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries	26
<u>DISCUSSION</u>			
2:25	12	Board Member Comments <i>(Chair)</i>	
2:30	13	Chair Comments	
2:35	14	Adjournment <i>(Chair)</i>	



Board of Directors Meeting Minutes - Draft

Thursday, May 14, 2026 - 1:00 pm

1 Call to Order/ Excused Absences

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

Excused Absences:

Council Member Micki Harnois
Small Towns Rep.

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

In attendance were:

Board Members:

Council Member Vincent Barthels
City of Cheney
Council Member Dianne Pfaeffle
City of Deer Park
Mayor Cris Kaminskis
City of Liberty Lake
Council Member Don Kennedy
City of Medical Lake
Mayor Shawna Beese
City of Millwood
Council Member Kate Telis
City of Spokane
Council Member Kitty Klitzke
City of Spokane
Council Member Pam Haley
City of Spokane Valley
Deputy Mayor Tim Hattenburg
City of Spokane Valley
Daniel Clark
Kalispel Tribe
Doug Yost
Major Employer Rep.
Matt Ewers
Rail/Freight Rep.
Commissioner Josh Kerns
Spokane County
Karl Otterstrom (CEO)
STA
Council Member Cecilia Evans
Spokane Tribe
Char Kay (RA)
WSDOT-ER
Commissioner Kelly Fukai
WA Transp. Commission

Absent Members:

Council Member Jennifer
Morton
City of Airway Heights
Commissioner Al French
Spokane County

Ex-Officio Members:

Mike Ankney
*Inland NW AGC
(TAC Chair)*
Tara Limon
*STA
(TTC Chair)*
Guests:
Kevin Picanco
City of Spokane
Brandi Colyar
Spokane County

Staff:

Lois Bollenback
Executive Director
Eve McMenamy
Deputy Exec. Director
Greg Griffin
Admin Services Manager
Anadia Grier
Admin-Executive Coor.
Ryan Stewart
Principal Transp. Planner
David Fletcher
Principal Transp. Planner
Michael Redlinger
Assoc. Transp. Planner 3
Ben Kloskey
Assoc. Transp. Planner 2
Angela Paparazzo
Assoc. Transp. Planner 1
Megan Clark
Legal Counsel



2 Public Comments

There were no public comments.

ACTION ITEMS

3 Consent Agenda

Chair Kaminskis reviewed items comprising the Consent Agenda, including:

- a. March Board Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – May 2026
- c. Vouchers Paid for the Month of March & April
- d. Electronic Funds Transfer (EFT) Policy – Approval
- e. CY 2026 Quarter 1 Budget Update

Council Member Haley made a motion to approve the Consent Agenda as presented. Mr. Otterstrom seconded the motion. The motion passed unanimously.

4 CY 2027 Unified List Process & Criteria – Final

Mr. Fletcher presented the final proposed process and evaluation criteria for the Calendar Year 2027 Unified List. He explained that the Unified List is a strategic planning tool used by SRTC to communicate the region's transportation funding priorities to state and federal legislators for potential grant and funding opportunities. Projects on the list are drawn from Horizon 2050, SRTC's long-range Metropolitan Transportation Plan (MTP), and represent projects seeking funding but not yet fully funded to move into the Transportation Improvement Program (TIP).

Mr. Fletcher described how projects progress through the Unified List process. New projects are added annually, while fully funded projects are removed and moved into the TIP. Projects are grouped into three phases: initiation, development, and implementation, depending on how far along they are in planning and funding. He also reviewed the timeline for the 2027 update cycle, noting that project applications from member agencies will be accepted through June 12, followed by staff review and validation. Draft versions of the list will then return to the Board later in the year for review and approval.

Mr. Fletcher explained that the evaluation criteria used to score projects are organized into seven categories aligned with SRTC's guiding principles. While historically the categories have all been weighted equally, staff are proposing increased weighting for two categories this year: operations, maintenance, and preservation and safety and security. He said the proposed changes were informed by recent planning efforts, public outreach conducted during the Horizon 2050 update, and updated regional data identifying the region's greatest transportation needs.

Several updates were proposed within the economic vitality category to reflect revised regional activity center classifications developed during the Horizon 2050 process. Mr. Fletcher noted that many of the criteria questions focus on improving access and mobility to these centers, and the updated methodology required corresponding changes to the scoring criteria.



For the operations maintenance and preservation category, staff proposed increasing the available points from 30 to 50 and reiterated that this reflects strong public feedback emphasizing the importance of preserving and maintaining the existing transportation system. Staff also proposed adding new scoring measures related to improving travel time reliability on congested corridors and incorporating strategies identified in the region's updated Congestion Management Process.

Mr. Fletcher also reviewed proposed updates to the safety and security category, which would similarly receive increased weighting. New criteria would award points to projects that address safety concerns along the region's High Injury Network, as identified in the Regional Safety Action Plan, and to projects that address safety issues in areas with high severity-weighted crash rates. He explained that staff also revised the criteria in response to feedback from earlier discussions and planning efforts, recognizing that some projects may contribute to broader regional safety strategies even if they do not fit within traditional safety countermeasure categories. Under the revised criteria, projects that incorporate broader safety approaches may also receive points if agencies can provide documentation demonstrating that these strategies would meaningfully reduce fatal and serious-injury crashes.

During discussion, Mr. Otterstrom discussed how transit investments could qualify as safety-related strategies under the revised criteria. It was clarified that projects designed to increase transit ridership could receive points for both contributing to broader safety improvements and, when applicable, addressing issues within designated High Injury Network corridors.

Council Member Haley made a motion to approve Resolution R-26-13 Approving the CY 2027 SRTC Unified List Project and Evaluation Criteria as presented. Council Member Kennedy seconded the motion. The motion passed unanimously.

5 City of Millwood Comprehensive Plan Update Certification

Mr. Stewart presented the City of Millwood's 2026-2046 Comprehensive Plan certification request and asked the Board to approve Resolution R-26-14, certifying that the plan is consistent with state requirements. He explained that, as the Regional Transportation Planning Organization (RTPO) for Spokane County, SRTC is required under state law to review local comprehensive plans and certify that they are consistent with the region's long-range transportation plan, Horizon 2050. He noted that SRTC must also ensure that required planning elements and state-mandated updates are included in local plans.

Mr. Stewart provided an overview of several state requirements related to the certification process, including recent provisions involving State Environmental Policy Act (SEPA) exemptions for certain housing and mixed-use developments. He explained that the exemption process allows environmental and transportation impacts to be analyzed at the comprehensive plan level rather than during individual project permitting. However, he noted that during SRTC's recent update to its certification process, local planners, engineers, and agency representatives emphasized the importance of close coordination with the Washington State Department of Transportation (WSDOT) when considering the use of those exemptions, given the potential transportation



impacts.

Mr. Stewart also reviewed SRTC's updated comprehensive plan certification process, which was developed through a regional working group and adopted by the Board earlier in the year. He stated that the City of Millwood was the first jurisdiction in Spokane County to complete the updated certification process, having adopted its comprehensive plan in November 2025 and later submitting the required certification checklist for SRTC review. Staff determined that the city's transportation element and related materials met the required standards and were consistent with Horizon 2050.

He noted that several checklist items were marked as not applicable because Millwood does not intend to use the SEPA exemption process and, due to its population of fewer than 6,000 residents, is not required to complete certain climate-related planning requirements, such as greenhouse gas and vehicle miles traveled reduction strategies.

There were no questions or comments.

Deputy Mayor Hattenburg made a motion to approve Resolution R-26-14 Certifying the City of Millwood's 2026-2046 Comprehensive Plan as presented. Ms. Kay seconded the motion. The motion passed unanimously.

6 CY 2026-2029 Transportation Improvement Program (TIP) Retroactive Amendment – April 2026

Mr. Kloskey presented the April amendment to the 2026–2029 Transportation Improvement Program (TIP) and requested retroactive approval of Resolution R-26-15. He explained that the amendment was brought forward as an action item rather than on the consent agenda because it involved contingency list funding, which requires approval by the Board of Directors. He also noted that retroactive approval was necessary because the Board did not hold a meeting in April.

Mr. Kloskey reviewed the purpose of SRTC's TIP Guidebook, which outlines the agency's policies and procedures for administering the TIP program and is updated annually. He explained that, under the guidebook policies, SRTC maintains a Board-approved contingency list of projects that may receive future funding if previously awarded funds become available.

He stated that the City of Spokane requested a shift of approximately \$1.35 million in preservation funding after receiving separate funding through the National Highway System Asset Management Grant program for the Ash Street and Monroe Street grind and overlay projects. Because those projects secured outside funding, the City requested that the released TIP funds instead be directed to the Crestline Street chip seal project, which was the next eligible project on the contingency list. The City will return approximately \$204,000 to SRTC for future redistribution.

Mr. Kloskey explained that although several City of Spokane projects ranked highly on the contingency list, the City indicated that geographic equity and local priorities influenced its decision to advance the Crestline Street project instead of another higher-ranked project. He also



reviewed the criteria staff considers when evaluating contingency list funding requests, including project eligibility, readiness, ability to fully fund a project phase, annual funding targets, and the overall distribution of available funds. Staff ultimately recommended approval of the requested funding shift.

During discussion, Ms. Kay asked whether pavement condition factored into the contingency list decision-making process. Mr. Kloskey clarified that pavement condition is evaluated during the original preservation call for projects and contributes to the initial project scoring, but projects on the contingency list are not rescored when funding becomes available. Instead, staff rely on the original application rankings and scores established during the initial evaluation process.

Council Member Telis made a motion to retroactively approve Resolution R-26-15 Adopting the April Amendment to the 2026-2029 Transportation Improvement Program (TIP) as presented. Deputy Mayor Hattenburg seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

7 Safe Streets and Roads for All (SS4A) Grant Application for FFY 2026

Mr. Kloskey presented information regarding a potential application for the federal Safe Streets and Roads for All (SS4A) grant program for Federal Fiscal Year 2026. He began with an overview of SRTC's previous involvement with the program, noting that the Regional Safety Action Plan (RSAP) was SRTC's first SS4A-funded effort and helped establish the foundation for future regional safety grant opportunities for both SRTC and local partner agencies. Building on that work, SRTC was later awarded a Safety Education Campaign grant, which is scheduled to begin in May 2027 following delays at the federal level. Mr. Kloskey also noted that SRTC applied last year for funding to support AI-based camera data collection efforts, but the application was not awarded.

Mr. Kloskey explained that the SS4A program supports projects focused on improving roadway safety and reducing fatal and serious injury crashes. He noted that the program may not continue beyond this year because it is tied to the federal Infrastructure Investment and Jobs Act (IIJA), making this potentially the final opportunity to apply for available funding. He stated that approximately \$1 billion is available nationwide and that applications are due May 26.

He reviewed the types of grants available through the program, noting that SRTC is eligible for planning and demonstration grants rather than implementation grants. Planning and demonstration grants support activities such as updating safety action plans or testing potential safety strategies on a temporary basis to better understand their effectiveness before permanent improvements are constructed. Implementation grants, which local agencies may pursue directly, fund permanent infrastructure and safety improvements identified through an adopted safety action plan.

Mr. Kloskey stated that staff considered several regional safety concerns when evaluating potential grant applications, including speeding, distracted driving, impaired driving, and the safety of vulnerable roadway users, such as pedestrians and bicyclists. He also reviewed feedback



received during public outreach for the Regional Safety Action Plan, which identified priorities such as safer street design, additional sidewalks, improved lighting, reduced intersection conflicts, and separated bicycle facilities. He explained that many of those improvements involve construction projects that SRTC cannot directly implement, which leads staff to focus on projects where SRTC can provide regional planning and data support.

Staff previously discussed several possible grant concepts with the Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC), including a “quick build” call for projects and a regional sidewalk inventory effort. Mr. Kloskey explained that both committees raised concerns regarding the feasibility and administrative burden of implementing quick-build projects with federal funding requirements, while the sidewalk inventory concept overlapped with existing local and statewide efforts. As a result, staff narrowed their focus to two primary options: reapplying for the AI camera data collection project or expanding work related to the region’s High Injury Network update already identified in SRTC’s Unified Planning Work Program (UPWP).

During discussion, Ms. Kay asked questions regarding local agency participation in the SS4A program and the role of the Regional Safety Action Plan in helping agencies compete for grant funding. Mr. Kloskey explained that several regional partners, including the City of Spokane, Spokane County, and the City of Airway Heights, are pursuing implementation grants. Ms. Bollenback noted that while many larger agencies were already aware of their major safety concerns, the RSAP provided the required framework needed to access SS4A funding and helped strengthen regional coordination around safety priorities.

Considerable discussion focused on the proposed AI camera data collection project. Mr. Kloskey explained that the cameras would be used to better understand roadway conditions and near-miss incidents at high-crash locations, to identify effective safety improvements before crashes occur. The project would use artificial intelligence to analyze traffic behavior patterns while removing personally identifiable information such as faces and license plates. Staff noted that feedback from the federal government following the previous application cycle indicated that future applications would need more specific project locations and clearer cost details to be more competitive.

Board members raised questions and concerns regarding camera placement, project management responsibilities, public records requests, data storage, privacy considerations, and coordination with local jurisdictions and WSDOT. Mr. Kloskey explained that the cameras would likely operate through a cloud-based vendor platform and that local jurisdictions would have access to collected data. Staff also noted that SRTC’s intent would be to use the system solely for transportation safety analysis rather than law enforcement purposes. Several members emphasized the need to carefully consider legal requirements, public transparency, and public perception related to the use of AI and traffic cameras.

Some Board members expressed concern that the short 12-day application timeline would make it difficult to fully address the many policy, operational, and public communication questions associated with the AI camera concept. Others emphasized that the region should continue to



pursue available federal funding opportunities, even as projects are still evolving, noting that submitting applications demonstrates regional interest and keeps future opportunities open. Staff acknowledged both perspectives and reiterated that the application process for planning grants is relatively straightforward compared to implementation grants.

Board members and staff also discussed the possibility of expanding the High Injury Network update already included in SRTC's work program. Ms. Kay suggested that grant funding could support development of a broader or more user-friendly GIS-based safety analysis platform while also helping offset existing planning costs. Ms. Bollenback noted that the overall scope and funding level associated with the High Injury Network update would be relatively modest compared to the larger AI camera proposal.

Additional discussion focused on how the proposed AI camera project would differ from the existing regional Traffic Management Center camera system. Mr. Kloskey clarified that the project would function separately from the Traffic Management Center and would specifically use AI technology to analyze roadway behaviors and near misses rather than simply provide live traffic monitoring. Ms. Kay reminded the group that existing Traffic Management Center cameras do not record footage.

Several Board members ultimately expressed support for continuing to pursue available grant opportunities despite uncertainties surrounding future federal funding, project timelines, and evolving technology. Staff noted that receiving a grant award would not obligate SRTC to proceed if concerns could not be resolved later during the contracting and implementation stages. By the conclusion of the discussion, the Board generally supported staff moving forward with preparing an SS4A application while continuing to refine the project concept and evaluate implementation considerations.

8 Office Lease: Continued Use of the Riverside Conference Room

Mr. Griffin provided an update on the status of SRTC's office lease and the continued use of the Riverside Conference Room (Suite 504). He explained that SRTC originally leased office space in Suite 500 in 2016 and later amended the lease in 2017 to include use of the Riverside Conference Room through May 2024. In 2024, SRTC worked with a commercial broker to evaluate several office locations before ultimately approving a second amended lease that extends occupancy at the Paulsen Center through May 2031. As part of that lease agreement, SRTC received complimentary use of the Riverside Conference Room for two years, with that arrangement ending in May 2026.

Mr. Griffin stated that beginning June 26, the Riverside Conference Room will become available as a rentable meeting space managed by the Paulsen Center. To continue using the room for Board meetings, SRTC staff worked with Paulsen Management and legal counsel to develop a memorandum of understanding (MOU) outlining responsibilities and expectations for both parties. Under the proposed arrangement, SRTC would receive a discounted rental rate of \$50 per hour and priority scheduling access for meetings.



He also explained that SRTC committee and smaller group meetings will move to the Selkirk Room within Suite 500, which previously served as the agency's original boardroom prior to Agency leadership determining that the space was insufficient for the size of the Board, staff and visitors; and directed SRTC staff to procure a larger meeting space.. Mr. Griffin noted that the building plans to repaint and refresh the Riverside Conference Room following the meeting. He further stated that no amendment to SRTC's 2026 operations budget is anticipated as a result of the additional meeting room costs for the remainder of the year.

During discussion, Ms. Bollenback clarified that the proposed MOU and continued use of the room reflected staff's recommendation, but that the final decision rests with the Board. She noted that staff do not anticipate any major issues with the arrangement and believe it allows SRTC to continue using the space while maintaining lower overall financial obligations. Board members also confirmed that liability considerations had been addressed within the proposed MOU.

INFORMATION

9 Executive Director's Monthly Report

Ms. Bollenback provided updates on several upcoming SRTC activities and events. She highlighted an upcoming public open house scheduled for the following Thursday at the Spokane Central Library in partnership with Spokane Transit Authority (STA) and Special Mobility Services. The event will focus on the Coordinated Public Transit-Human Services Transportation Plan, which SRTC staff have been developing through extensive public outreach efforts. She encouraged Board members to attend if available and noted that, as with all public open houses, the discussion may include a broad range of transportation-related topics raised by community members.

Ms. Bollenback also informed members of the Administrative Committee that its meetings are expected to begin in June. She explained that the committee, which was established earlier in the year, has not yet met but will soon begin reviewing several policies and a memorandum of understanding (MOU). She added that budget development discussions for the following year are expected to begin in July.

In addition, Ms. Bollenback announced that SRTC's annual audit process was beginning and noted that the State Auditor's Office entrance conference would take place immediately following the Board meeting. She invited any interested Board members, particularly Administrative Committee members, to attend the conference.

10 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

11 Board Member Comments

Ms. Kay thanked regional partner agencies for partnering with WSDOT during April work zone safety awareness activities. She stated that WSDOT intentionally expanded collaboration efforts this year to increase public awareness about work zone safety and highlighted the importance of



protecting transportation workers, contractors, and emergency responders during construction season.

Ms. Kay also provided an update regarding a major semi-truck rollover near the eastbound I-90 and Latah Valley merge area that significantly impacted east-west travel throughout Spokane County. She noted that all travel lanes reopened around 10:50 p.m. and highlighted the coordinated regional response efforts, including incident response teams, real-time traveler information, and alternate route coordination through the regional Transportation Management Center. She added that a separate dust storm-related collision on US-195 occurred during the same period, reinforcing the importance of maintaining a strong supporting transportation network alongside Interstate 90.

Ms. Bollenback discussed the growing importance of transportation system resiliency, noting that environmental conditions such as freeze-thaw cycles, wildfires, flooding, and erosion are creating increasing challenges for maintaining transportation infrastructure. She emphasized the need to continue focusing on preservation and resiliency planning throughout the regional transportation system.

Mr. Otterstrom reported that Spokane Transit Authority (STA) ridership has increased approximately five percent since early May, which he attributed in part to rising gas prices and improved weather conditions. He also shared that the Division Street Bus Rapid Transit project advanced to the next stage of the federal funding process and that the STA Board approved advancing Proposition 1 to the August primary ballot to seek renewal of the existing sales tax supporting the STA Moving Forward plan and Connect 2035 program.

12 Chair Comments

Chair Kaminkas thanked WSDOT, the Spokane Regional Transportation Council, the Transportation Improvement Board (TIB), and Spokane County for their support of the Kramer Bridge project. She shared that a serious crash near the Harvard Road roundabout temporarily restricted access in the area and stated that the Kramer Bridge provided an important alternate route during the incident, helping reduce additional congestion and demonstrating the value of transportation system redundancy and resiliency.

Chair Kaminkas also provided an update on a recent micromobility town hall hosted by the Liberty Lake Police Department. She explained that the event focused on educating the public about regulations related to electric bicycles, scooters, and similar devices. She noted that the discussion highlighted safety concerns, age restrictions, and legal requirements, particularly for younger riders, and stated that the session was intended to improve public awareness rather than propose stricter local regulations. She added that the event generated strong community interest and useful discussion among both parents and residents. The meeting adjourned at 2:17 p.m.



To: SRTC Board of Directors
From: Ben Kloskey, Associate Transportation Planner II
Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendment
 – June 2026

Requested Action:

Approve resolution R-26-16, adopting the June Amendment to the 2026-2029 Transportation Improvement Program

Key Points:

- There are 3 projects included in the June amendment to the CY 2026-2029 TIP. Please see the **Attachment** or the [Project Tracker](#) webpage for more details.
- This amendment is removing the existing Sullivan/Trent Interchange project record and splitting it into three separate stages. This is being done to ensure efficient project delivery and to add specificity on the outcomes of each project stage. Any previous work done as part of the original project record will be carried over to the new records for record-keeping purposes.
- This amendment would be added to the statewide TIP on or around 07/17/2026. Please see the **Supporting Information** for more details.

AGENCY

PROJECT

City of Spokane Valley

Sullivan/Trent Interchange - Stage 1 **(NEW)**

City of Spokane Valley

Sullivan/Trent Interchange - Stage 2 **(NEW)**

City of Spokane Valley

Sullivan/Trent Interchange - Stage 3 **(NEW)**

Board/Committee Discussions:

This is the first Board discussion of the June 2026 TIP Amendment. The TAC and TTC both unanimously recommended approval of this amendment at their May 2026 meetings.

Public Involvement:

The proposed June amendment was published for a public review and comment period from 05/11/26 through 05/20/26. On 05/11/2026, notice of the amendment was published in the Spokesman Review and posted on the SRTC website (www.srtc.org) and on social media platforms. There were no comments received for this cycle.

Staff Contact: Ben Kloskey, SRTC | bkloskey@srtc.org | 509.343.6370

2026-2029 Transportation Improvement Program

June Amendment (26-06)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
City of Spokane Valley WA-13031A	Sullivan/Trent Interchange- Stage 1 (NEW) Construct a 5-lane facility on Sullivan Rd with curb, gutter, stormwater, illumination, sidewalk and a shared use path.	Federal (DEMO)	\$1,038,000
		State	\$0
		Local	\$162,000
		Total	\$1,200,000
City of Spokane Valley WA-13031B	Sullivan/Trent Interchange- Stage 2 (NEW) Relocate utilities, reconstruct roadway and construct embankment needed for the realignment of Sullivan Rd.	Federal (DEMO)	\$432,500
		State	\$0
		Local	\$67,500
		Total	\$500,000
City of Spokane Valley WA-13031C	Sullivan/Trent Interchange- Stage 3 (NEW) Construct a 4 and 5-lane facility with curb, gutter, stormwater, illumination, sidewalk, a shared use path, two new roundabouts on both Sullivan Rd and SR 290 (Trent). Replace the two Sullivan bridges over Trent and the BNSF railway, and reconstructs Trent at the interchange.	Federal (DEMO)	\$2,854,500
		State	\$0
		Local	\$445,500
		Total	\$3,300,000

DEMO - Congressionally Directed Funding



Topic: CY 2026-2029 Transportation Improvement Program (TIP) Amendment – June

Key Points:

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2050, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2050.
- Consistency with Horizon 2050 includes a demonstration of financial constraint, the congestion management process, and the complete streets policy. The proposed June amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2050.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the June amendment will be incorporated into the STIP on or around 07/17/2026.



RESOLUTION

**of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL**

R-26-16

ADOPTING THE CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -

JUNE 2026

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2026-2029 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation, Spokane Transit Authority (STA), and with input from various groups and members of the public; and

WHEREAS, the SRTC Board approved the CY 2026-2029 TIP on 10/09/2025.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby amend the 2026-2029 Transportation Improvement Program with the June 2026 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Memo 3b.

ADOPTED: 06/11/2026

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Mayor Cris Kaminskas
City of Liberty Lake
Chair, SRTC Board of Directors



VOUCHERS PAID FOR THE MONTH OF MAY 2026

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
5/1/26	V122961	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-09	710.00
	V122962	WA State Dept of Retirement	Employee DCP payroll contributions: May PP09 2026	1,400.01
5/8/26	V122963	Intermax Networks	VOIP telecom April 2026	253.23
	V122964	Cycrest Systems	Managed IT Services - Mnthly May; SaaS Security	1,406.24
	V122965	WA State Dept of Retirement	Employee and Employer Contributions: April 2026	11,328.99
	V122966	Lois Bollenback	LB travel reimbursement for GSI fly-in WA DC	248.30
	V122967	Washington Trust Bank	Software Subscrptns; Office supplies/equpt.; Virtual Mtg Subscrptn; Staff trc	4,018.47
	V122968	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - April 2026	54.50
	V122969	Pacific Office Automation	Copier Lease/Usage April 2026	199.80
	V122970	Ben Kloskey	BK travel reimburse for AMPO conf April 19-23; Lexington, KY	194.30
	V122971	Spokesman Review	Public Notice TIP Amendment	82.86
5/15/26	V122972	EMLVO P.C.	April legal svcs: Review/analyze/MOU edits/emails MOU Paulsen 504 transit	575.00
	V122973	WA State Dept of Retirement	Employee DCP payroll contributions: March PP10 2026	3,200.00
	V122974	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-10	710.00
	V122975	Greg Griffin	GG mileage reimbursement April 24-25th Recycling/Shredding	27.00
	V122976	Comcast	Fiber Services, May 2026	261.80
	V122977	The Fig Tree	Advertising in Community Resource Directory 2026/27	135.00
	V122978	AWC Employee Benefit Trust	June '26 Benefit Insurance Premiums	10,702.40
	V122979	Rehn & Associates	Admin fee March & April '26	150.00
	V122980	Lois Bollenback	LB travel reimbursement for WA MPO Qtrly mtg; Vancouver, WA 5/11-12/26	1,014.31
5/18/26	V122981	APAWA Inland Empire Section	MR registration for APA Section Conf; Nordman, ID 6/4/26	125.00
	V122982	WA State Auditors Office	2025 Federal & Financial Audit (#1)	3,386.40
5/29/26	V122983	PTV America Inc	Travel Demand Sftwr Maint thru 5.31.27 for SRTC, CoSp, CoSV, KMPO	10,946.01
	V122984	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for June 2026	6,000.30
	V122985	WA State Dept of Retirement	Employee DCP payroll contributions: March PP11 2026	3,200.00
	V122986	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-11	710.00

Vouchers: V122961 - V122986	61,039.92
Reimbursement(s)	
Salaries/Benefits Pay Periods Ending: 4/25/26, 5/9/26 & 5/23/26	136,334.42
Spokane County Treasury Monthly SCIP fee - April 2026	31.37
	197,405.71

As of 6/11/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the May 2026 vouchers included in the list in the amount of: **\$197,405.71**



MEMORANDUM OF UNDERSTANDING BETWEEN DIAMOND PLAZA LLC AND SPOKANE REGIONAL TRANSPORTATION COUNCIL

1. Parties. This Memorandum of Understanding (hereinafter referred to as “MOU”) is made and entered into by and between Diamond Plaza LLC whose address is 421 W. Riverside Ave., Ste. 204, Spokane, WA 99201, and the Spokane Regional Transportation Council (SRTC), whose address is 421 W. Riverside Ave., Ste. 500, Spokane, WA 99201. The Parties previously entered into a Lease Agreement on July 10, 2015, a First Amendment to Lease on November 18, 2016, and a Second Amendment to Lease on March 5, 2024 (collectively the “Lease”). This MOU is intended to supplement the Lease, and replace and supersede all Lease provisions related to the use of Suite 504.

2. Purpose. The purpose of this MOU is to establish the terms and conditions under which SRTC will utilize Suite 504, a conference room, following expiration of the Lease term on May 31, 2026. Beginning June 1, 2026, Diamond Plaza LLC intends to allow other groups to utilize Suite 504 as a meeting room for a fee.

3. Term of MOU. This MOU is effective on June 1, 2026. This MOU may be terminated, without cause, by either party upon ninety (90) days’ written notice, which notice shall be provided as required by the Lease.

4. Responsibilities of Diamond Plaza LLC. Diamond Plaza LLC will provide an electronic calendar for reserving Suite 504. SRTC shall be responsible for booking the meetings on the calendar via the website www.paulscenter.com. Diamond Plaza LLC will use its best efforts to give first and priority access to SRTC for reserving Suite 504 for SRTC monthly Board meetings, which generally occur on the second Thursday of each calendar month, but may be moved from time to time. Upon notice from SRTC that a monthly Board meeting must be rescheduled, Diamond Plaza LLC will use its best efforts to accommodate SRTC’s use of Suite 504 over that of other groups. For SRTC’s actual use of Suite 504, Diamond Plaza LLC will charge SRTC a discounted rate of \$50/hour.

5. Responsibilities of SRTC. SRTC commits to reserving Suite 504 on the second Thursday of each month from 12:00 (noon) until 3:00 pm for regular meetings of the SRTC Board. SRTC will provide at least two (2) weeks’ notice if a future Board meeting is to be cancelled or otherwise rescheduled, unless the Parties agree otherwise. In the event SRTC notifies Diamond Plaza LLC of a cancelled Board meeting, SRTC shall not incur any charge. If SRTC requires extra furniture for a meeting in Suite 500 it will coordinate with the Suite 504 reservation calendar and return

the furniture following the meeting. SRTC will strive to keep Suite 504 tidy following any SRTC meetings.

6. Limitation of Liability. Diamond Plaza LLC will not hold SRTC responsible or liable for any other group's use of Suite 504, including but not limited to any misuse or damage to any furniture and equipment in Suite 504 (including but not limited to meeting tables & chairs, A/V equipment including overhead laser projector and mounted wall screen, WIFI public access point).

7. General Provisions

A. Amendments.

Either party may request changes to this MOU. Any changes, modifications, revisions or amendments to this MOU which are mutually agreed upon by and between the parties to this MOU shall be incorporated by written instrument, and effective when executed and signed by all parties to this MOU.

B. Applicable Law.

The construction, interpretation and enforcement of this MOU shall be governed by the laws of the State of Washington. The courts of the State of Washington shall have jurisdiction over any action arising out of this MOU and over the parties, and the venue shall be Spokane County, Washington State.

C. Entirety of Agreement.

This MOU represents the entire and integrated agreement between the parties and supersedes all prior negotiations, representations and agreements, whether written or oral.

D. Severability.

Should any portion of this MOU be judicially determined to be illegal or unenforceable, the remainder of the MOU shall continue in full force and effect, and either party may renegotiate the terms affected by the severance.

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TO BOTTOM OF PAGE**

8. Signatures. In witness whereof, the parties to this MOU through their duly authorized representatives have executed this MOU on the days and dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

DIAMOND PLAZA LLC



Lisa Dowers,
Regional Vice President

Date 5-20-20

Spokane Regional Transportation Council



Lois Bollenback,
Executive Director

Date 5/20/2020



To: SRTC Board of Directors
From: Benjamin Kloskey, Associate Transportation Planner II
Topic: Funding Recommendation to Support Regional Obligation Authority (OA) Target

Requested Action:

Approve resolution R-26-17 awarding a total of \$1,000,000 of Carbon Reduction Program-Rural (CRP-R) and Surface Transportation Block Grant (STBG) funds to Deer Park's N. Colville Reconstruction project.

Key Points:

- SRTC's annual Transportation Improvement Program (TIP) OA Target is \$14,506,000.
- Meeting the OA target positions regional agencies to potentially compete for redistributed federal funding at the end of the federal fiscal year on September 30th.
 - SRTC is currently projecting a shortfall of approximately \$800,000. This shortfall is partly due to \$3.6 million in de-obligated funding resulting from favorable project bids and other recent project delivery adjustments.
 - The City of Deer Park had planned to position the N Colville Reconstruction project to compete for up to \$1,470,000 in redistributed funding.
- TIP Guidebook Policy 4.8 outlines several strategies to meet the annual obligation target when shortfalls are expected. In this case, SRTC is increasing the federal share of awarded projects
- Under Guidebook Policy 4.8, SRTC staff is recommending the awards of
 - \$534,000 in Carbon Reduction Program - Rural (CRP-R) and
 - \$466,000 in Surface Transportation Block Grant (STBG) to the N. Colville Reconstruction project to help the region meet its annual OA target.
- The City of Deer Park is currently providing a local match that is well above the required minimum. Awarding additional federal funds would reduce the City's local contribution while helping SRTC meet its annual obligation target and preserving the opportunity for all regional agencies to compete for redistributed federal funding this year.

Board/Committee Discussions:

This is the first discussion on this topic with the Board. The TAC and TTC both unanimously recommended approval of this funding at their May 2026 meeting. The TIP Working Group supported this path toward meeting our obligation target at their May meeting.

Public Involvement:

All SRTC committee and Board meetings are open to the public.

Staff Contact: Ben Kloskey, SRTC | bkloskey@srtc.org | 509.343.6370



**RESOLUTION
of the BOARD OF DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-26-17**

**AWARDING FUNDS TO THE N COLVILLE RECONSTRUCTION PROJECT TO SUPPORT THE REGIONAL
OBLIGATION TARGET**

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, SRTC is responsible for selecting projects for regional allocations of Federal Highway Administration (FHWA) funds, including Surface Transportation Block Grant Program (STBG), Congestion Mitigation Air Quality (CMAQ), Carbon Reduction Program (CRP), and STBG Set Aside program.

WHEREAS, the SRTC Board approved the 2026 TIP Guidebook on 01/08/2026; and

WHEREAS, TIP Guidebook Policy 4.8 outlines strategies to meet the regional obligation target when shortfalls are anticipated; and

WHEREAS, SRTC is increasing the federal share of an awarded project in accordance with TIP Guidebook Policy 4.8.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby award \$534,000 in Carbon Reduction Program - Rural and \$466,000 in Surface Transportation Block Grant funds to the N Colville Reconstruction project to support the regional obligation target.

ADOPTED: 06/11/2026

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Mayor Cris Kaminskis
City of Liberty Lake
Chair, SRTC Board of Directors



To: SRTC Board of Directors
From: Ryan Stewart, Principal Transportation Planner
Topic: Economic Analysis – Update

Requested Action:

None. For information and discussion.

Key Points:

- The SRTC Board approved a budget of \$50,000 a year to undertake the economic analysis of several regionally significant projects.
- The economic analysis is meant to support and advance regional priority projects included on the [Unified List of Regional Transportation Priorities](#).
- The first analysis completed was for the City of Airway Heights US 2 Multimodal Improvement Project.
- Supplemental analysis is being prepared for Spokane County’s Argonne Corridor Project.
- The City of Spokane Valley’s Barker Road Interstate 90 Project is the next project to be analyzed.
- SRTC staff asked the TTC for recommendations for additional Unified List projects to be analyzed for their economic benefits.
- A few agencies expressed interest. SRTC and the consultant team will meet with agency staff to discuss how the economic analysis can help their projects.

Board/Committee Discussions:

The SRTC Board was presented with the economic benefits report for the Airway Heights US 2 Multimodal Improvements Project at their 03/12/26 meeting. The TAC and TTC were briefed at their 05/27/26 meetings.

Public Involvement:

All Board and committee meetings where the economic analysis is discussed are open to the public.

Staff Contact: Ryan Stewart, SRTC | rstewart@srtc.org | 509.343.6370



To: SRTC Board of Directors
From: Jason Lien, Transportation Planning Manager
Topic: Intelligent Transportation Systems (ITS) Plan Update

Requested Action:

None. For information and discussion.

Key Points:

- SRTC is leading an update to the region's Intelligent Transportation Systems (ITS) Architecture Plan. Last updated in 2019 under the leadership of the SRTMC, the plan lays the groundwork for ITS technologies (cameras, communications, networked systems) to promote efficient transportation operations. The ITS Architecture is a guiding tool for interagency coordination and the planning, deployment, and integration of regional technology and services.
- SRTC is working with consultant assistance and expects extensive coordination with member agencies and the SRTMC. Formal project kick-off is anticipated in early summer. Specific stakeholder meetings will be scheduled in support of the planning process over the next several months.
- ITS elements aid in the ongoing operation of the regional transportation system, including traveler information, incident and emergency response, multimodal safety, and congestion management.

Board/Committee Discussions:

This is the first Board discussion about this project. The TTC and TAC were briefed at their May meetings.

Public Involvement:

All SRTC Board and Committee meetings are open to the public.

Staff Contact: Jason Lien, SRTC | jlien@srtc.org | 509.343.6370



To: SRTC Board of Directors
From: Ben Kloskey, Associate Transportation Planner II
Topic: Coordinated Public Transit–Human Services Transportation Plan (CPT-HSTP)
– Draft

Requested Action:

None. For information and discussion.

Key Points:

- The [draft 2026 Coordinated Public Transit - Human Services Transportation Plan \(CPT-HSTP\)](#) is out for public comment from May 26th to June 16th.
- The CPT-HSTP is a federally and state-required document developed by SRTC in partnership with STA.
- An important function of the plan is to enable regional access to several funding streams, such as FTA Section 5310 and the WSDOT Consolidated Grant program. Agencies looking to apply for these funding programs must have their project or project goal identified as an area of focus in the CPT-HSTP.
- The plan focuses on identifying public transportation gaps and areas with a lack of transportation access.
- Strategies and priorities to improve regional transportation access are a core part of the plan. The four main strategies are outlined below:
 - Maintain Existing Transportation Services
 - Special Needs Transportation Investment
 - Technology
 - Capital Facilities and Vehicles
- A complete public transportation service inventory of Spokane County was developed as part of this plan, and can be found in Appendix B.

Board/Committee Discussions:

The SRTC committees were presented with an overview of the 2026 CPT-HSTP update at their February 2026 meeting and discussed the draft at their May 2026 meeting. The Board was presented an overview of this plan's development at its March 2026 meeting.

Public Involvement:

The CPT-HSTP underwent a comprehensive outreach campaign from December 2025 through May 2026. The plan update included an online survey and a variety of in-person interactive exercises. For more information on outreach, view Appendix A in the plan draft.



To: SRTC Board of Directors
From: Lois Bollenback, Executive Director
Topic: Executive Director’s Monthly Report

Requested Action:

None. For information only.

Key Points:

Ongoing/Upcoming Public Events & Activities

*Please take a moment to welcome our newest staff member !
Ms. Bailee Petersen has joined SRTC as the
Communications and Public Relations Coordinator.*

- SRTC staff conducted a Transportation Open House in partnership with local service providers on 5/21/26. SRTC staff also hosted an information booth at the Felt’s Field Neighbor Days on 5/30/2026 and attended the Downtown Spokane Partnership State of Downtown event.
- SRTC’s draft Coordinated Public Transit - Human Services Transportation Plan is available for public comment until June 16th.

Transportation Funding – Awards & Opportunities

- SRTC submitted a Safe Streets for All (SS4A) grant application to support the coordination and hosting of two annual safety summits in the Spokane region. This was substituted for the AI/camera project at high crash locations because of an overlap with the Spokane County Sheriff’s Office Real Time Crime Center.

Grant Program	Close Date	Available Funding	Agency
Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)	June 22, 2026	\$ 2 billion (FY 2025 & 2026)	FRA
Building Resilient Infrastructure and Communities (BRIC)	July 23, 2026	\$ 1 billion (FY 2024 & 2025)	DHS--FEMA
Bridge Investment Program (BIP)	June 29, 2026	\$3 billion	USDOT

Staff Contact: Lois Bollenback, SRTC | lbollenback@srtc.org | 509.343.6370



Transportation Technical Committee 05/27/2026

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the April TTC meeting minutes and CY 2026-2029 TIP Amendment – June 2026, was approved.

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

FUNDING RECOMMENDATION TO SUPPORT REGIONAL OBLIGATION AUTHORITY (OA) TARGET

Mr. Kloskey requested a recommendation to award \$1 million in CRP Rural and STBG funds to the City of Deer Park's North Colville Reconstruction Project to help the region meet its 2026 federal obligation authority (OA) target. The additional funding would reduce the project's local match while utilizing available CRP Rural funds that are expected to sunset next year.

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

GUEST PRESENTATION: AVISTA AND TRANSPORTATION ELECTRIFICATION

Mr. Rendall Farley presented an overview of Avista's transportation electrification efforts, highlighting projected growth in electric vehicle adoption, charging infrastructure needs, and the utility's long-term planning and investment strategies. He emphasized the importance of workplace and fleet charging, managed charging programs, and regional partnerships in supporting a reliable and cost-effective transition to electric transportation.

GUEST PRESENTATION: TRANSPORTATION DEVELOPMENT PLAN

Ms. Madeline Arredondo presented STA's annual Transit Development Plan update, highlighting planned service improvements, mobility-on-demand pilots, major capital projects, and facility investments intended to support future transit growth and a transition to zero-emission operations. She also outlined upcoming public outreach opportunities and the schedule for adoption of the plan in July.

ECONOMIC ANALYSIS - UPDATE

Mr. Stewart provided an update on SRTC's economic analysis initiative, highlighting completed analyses for the Airway Heights US-2 Multimodal Improvements Project and Spokane County's Argonne Road/Upriver Drive Project, both of which demonstrated significant projected economic benefits. Committee members discussed future projects that could benefit from similar analyses and the value of the tool in supporting competitive grant applications and funding requests.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLAN UPDATE

Mr. Lien provided an overview of the upcoming update to SRTC's Intelligent Transportation Systems (ITS) Plan, which will guide regional coordination, planning, and implementation of technology-based transportation improvements that enhance system safety, efficiency, and operations. The update, to be led by SRTC in coordination with regional partners, is expected to

be completed in spring 2027 and will identify future ITS priorities, projects, and responsible agencies.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN (CPT-HSTP) - DRAFT

Mr. Kloskey presented the draft 2026 Coordinated Public Transit–Human Services Transportation Plan (CPT-HSTP), highlighting transportation needs identified through public outreach and the plan’s strategies for maintaining services, supporting special-needs transportation, leveraging technology, and investing in transportation infrastructure. He noted that the plan is available for public comment through June 16, with final consideration and adoption anticipated in July.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Fletcher provided an update on SRTC’s Safe Streets and Roads for All (SS4A) grant application, noting that the proposal was revised to focus on a regional transportation safety summit to avoid duplicating efforts with a separate Spokane County Sheriff’s Office grant application. He also reminded member agencies that applications for the 2027 Unified List of Regional Transportation Priorities are due June 12.



Transportation Advisory Committee 05/27/2026

ACTION ITEMS

CONSENT AGENDA

The consent agenda, which included the April TAC meeting minutes and CY 2026-2029 TIP Amendment – June 2026, was approved.

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

FUNDING RECOMMENDATION TO SUPPORT REGIONAL OBLIGATION AUTHORITY (OA) TARGET

Mr. Kloskey requested a recommendation to award \$1 million in CRP-R and STBG funds to the City of Deer Park's North Colville Reconstruction Project to help SRTC meet its 2026 regional obligation authority (OA) target and utilize available Carbon Reduction Program funding before it sunsets. Committee members discussed the region's projected obligation shortfall, the uncertainty of future project obligations and de-obligations, and the importance of positioning the region for potential redistributed federal funding.

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.

INFORMATION AND DISCUSSION ITEMS

GUEST PRESENTATION: AVISTA AND TRANSPORTATION ELECTRIFICATION

Mr. Rendall Farley presented an overview of Avista's transportation electrification efforts, highlighting regional partnerships, projected growth in electric vehicle adoption, and the utility's plans to support charging infrastructure, fleet electrification, and managed charging programs. Committee members discussed EV adoption forecasts, grid capacity, and future opportunities related to charging infrastructure, energy resilience, and vehicle-to-grid technologies.

GUEST PRESENTATION: TRANSPORTATION DEVELOPMENT PLAN

Ms. Madeline Arredondo presented an overview of STA's Transit Development Plan update, highlighting planned service improvements, mobility-on-demand pilots, major capital projects, and facility investments intended to support future transit growth and a transition to zero-emission operations. Committee members discussed park-and-ride utilization and the Argonne Station project, including its planned improvements and relationship to nearby properties.

ECONOMIC ANALYSIS - UPDATE

Mr. Stewart provided an update on SRTC's economic analysis initiative, highlighting completed analyses for the Airway Heights US-2 Multimodal Improvements Project and Spokane County's Argonne Road/Upriver Drive Project, both of which identified substantial long-term economic benefits. Committee members also discussed how transportation investments and multimodal

amenities can influence property values, development patterns, and competitiveness for grant funding.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLAN UPDATE

Mr. Lien provided an overview of SRTC's upcoming Intelligent Transportation Systems (ITS) Plan update, which will guide future technology investments, regional coordination, and implementation of transportation system management and operations strategies to improve safety and efficiency. Committee members discussed the consultant selection process and the role of transportation technologies, data, and communication systems in supporting traveler information and smarter transportation infrastructure.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN (CPT-HSTP) - DRAFT

Mr. Kloskey presented the draft 2026 Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP), highlighting transportation needs identified through public outreach, as well as the plan's strategies for maintaining services, supporting special-needs transportation, improving access through technology, and investing in transportation infrastructure. Committee members discussed how the plan measures progress, its role in supporting funding eligibility, and the public review process ahead of anticipated adoption in July.

AGENCY UPDATE AND FUTURE ITEMS

Mr. Kloskey announced that TAC meetings will be held in the Selkirk Room in Suite 500 going forward and provided an update on SRTC's Safe Streets and Roads for All (SS4A) grant application. He noted that the application was revised to focus on a regional transportation safety summit, following coordination with the Spokane County Sheriff's Office, to avoid duplicating separate grant efforts involving AI-based safety analysis.