




**Spokane Regional
Transportation Council**

June Board Meeting

Thursday, June 11, 2026

 www.srtc.org

 509-343-6370

 421 W Riverside Ave, Suite 500
Spokane, WA 99201

Felts Field Neighbor Day



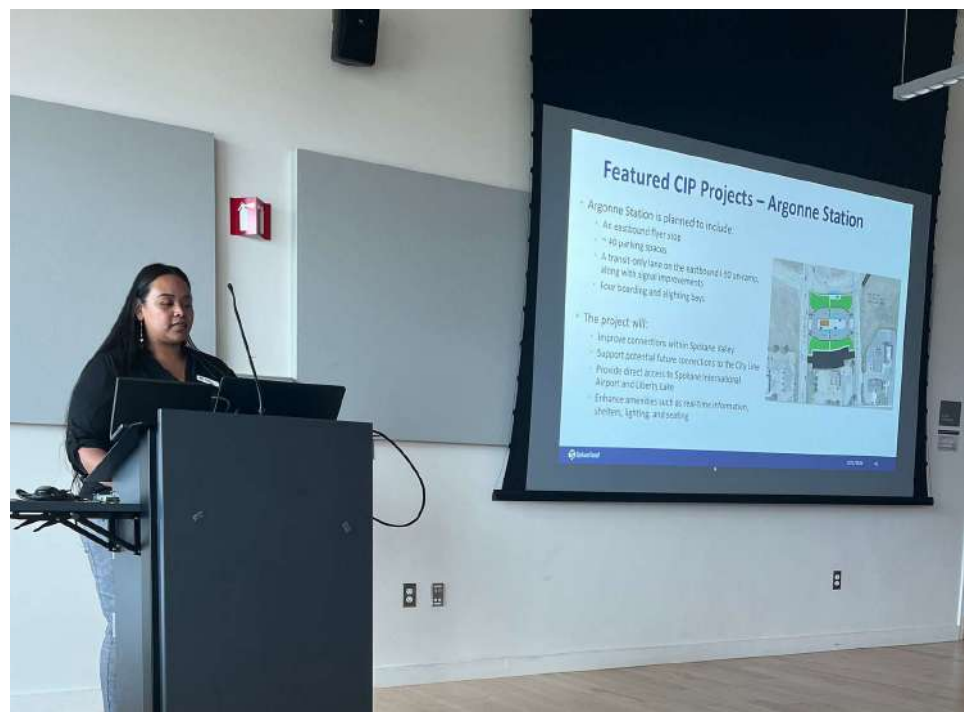
Felts Field Neighbor Day



Transportation Open House



Transportation Open House



SRTC at NACTO Designing Cities Conference



SRTC at Priest Lake IES Conference



Eve McMenemy at the WTS Anniversary Social



STAFF BIKE/WALK WELLNESS ACTIVITY



Funding Recommendation to Support Regional Obligation Authority (OA) Target

Benjamin Kloskey
Associate Transportation Planner II

SRTC Board of Directors
Agenda Item 4 | Page 20

June 11, 2026



Requested Action

Approve resolution R-26-17 awarding a total of \$1,000,000 to Deer Park's N. Colville Reconstruction project.

Obligation Overview

- **Obligation**

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

- **De-Obligation**

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

- **Redistributed Obligation Authority**

- When states don't spend all of their federal allocation, it gets redistributed to other states who have reached their target.
- If the state and region both **reach their yearly obligation targets, local agencies can be eligible to receive re-distributed obligation authority.**

Obligation Overview cont.

- **SRTC has annual TIP obligation targets we must meet**
 - Dependent on yearly allocations
 - Usually between \$11 million and \$13 million
- 2026 Target: **\$14,506,000**
 - Late 2025 de-obligations
- Total de-obligations for 2026: ~**\$3,592,000**
 - De-obligations due to favorable bidding
 - Significantly higher than normal

2026 - 2029

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

ADOPTED 10/09/2025

Obligation Overview cont.

Obligation Target Tracking

- Target: **\$14,506,000**
- Projected: **\$13,722,596**
- Shortfall: ~**\$783,000**

Funding Situations	Total 2026 Obligation	Target Tracking
Status Quo	\$13,722,596	(\$783,000)

Funding Recommendation

- N. Colville Reconstruction – Deer Park
 - Current local match: 56%

- Project Costs Breakdown
 - Federal: \$1,502,353
 - Local: \$1,937,035

- Request to Meet Target
 - \$534,000 (CRP-R)
 - +\$466,000 (STBG)
 - \$1,000,000 total award**

Funding Situations	Total 2026 Obligation	Target Tracking
Status Quo	\$13,722,596	(\$783,000)
Deer Park \$1,000,000	\$14,722,596	+\$216,000

Requested Action

Approve resolution R-26-17 awarding a total of \$1,000,000 to Deer Park's N. Colville Reconstruction project.



Spokane Regional Transportation Council

Spokane Regional Transportation Council

Ben Kloskey

Associate Transportation Planner II
bkloskey@srtc.org

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | www.srtc.org

Spokane Regional Transportation Council

What is SRTC?

REGIONAL TRANSPORTATION PLANNING STARTS

SRTC brings together partners and community members to shape transportation in our region.

Spokane Regional Transportation Council (SRTC) is the Metropolitan Planning Organization (MPO) and Regional Transportation Organization (RTO) for all of Spokane. SRTC brings together regional policymakers, and community leaders to shape the future of transportation.

SRTC'S PROMISES TO

- Foster public involvement
- Establish a regional transportation plan
- Maintain a long-range (20+ years) and metropolitan transportation plan

TRANSPORTATION AFFECTS EVERYONE

GET INVOLVED



2027-2032 Transit Development Plan

June 2026

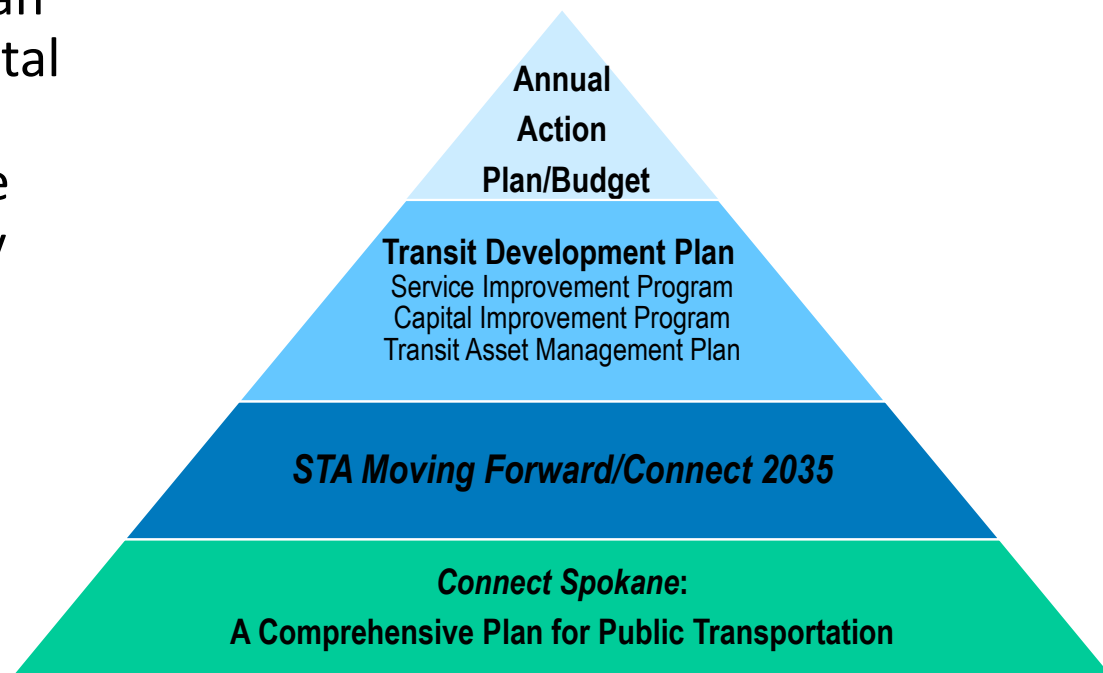
Spokane Regional Transportation Council
(SRTC)

Board of Directors

How a great city moves.™

Transit Development Plan

- The TDP is a mid-range, six-year plan that outlines service planning, capital improvements and financial projections to align the short range and long-range plans of the agency
- Plan sections:
 - Agency Information
 - Previous Year in Review
 - Mid-Range Tactical Framework
 - Service Improvement Program (SIP)
 - Capital Improvement Program (CIP)
 - Operating and Financial Projections



Service Improvement Program (SIP)

- Outlines planned Fixed Route service changes set to take place in 2027, 2028 and 2029
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
 - Adopted *Connect 2035* initiatives
 - Concepts may continue to implement Connect Spokane design principles
 - Response to route performance evaluation results
- Summarizes recent requests for new service to support future considerations for service investments and adjustments

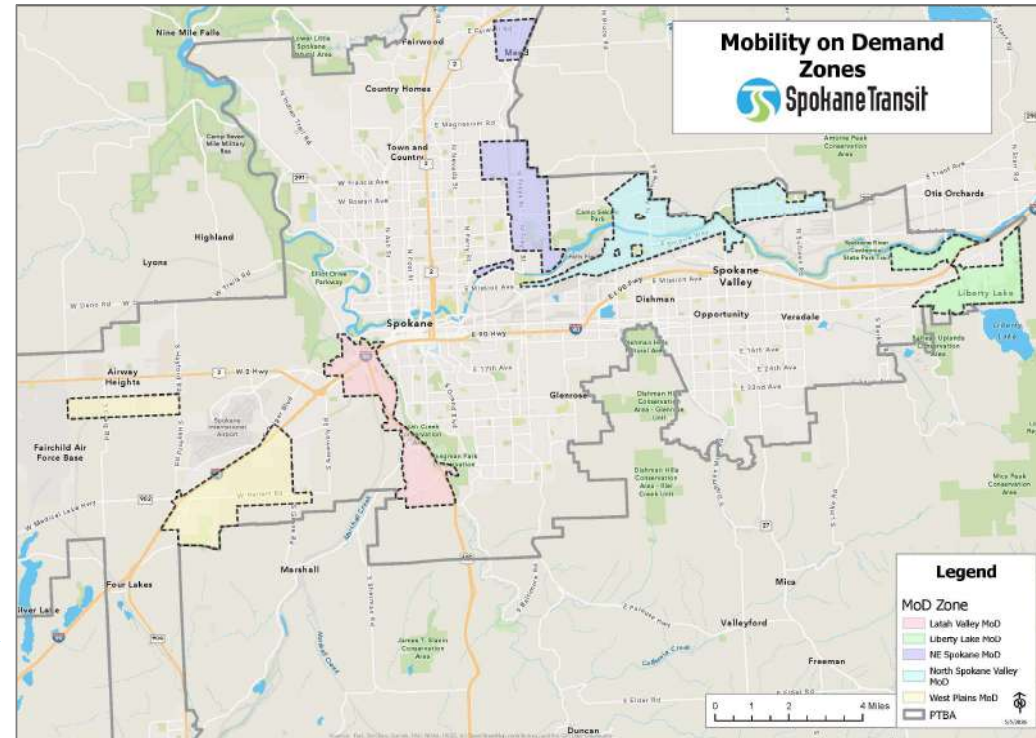
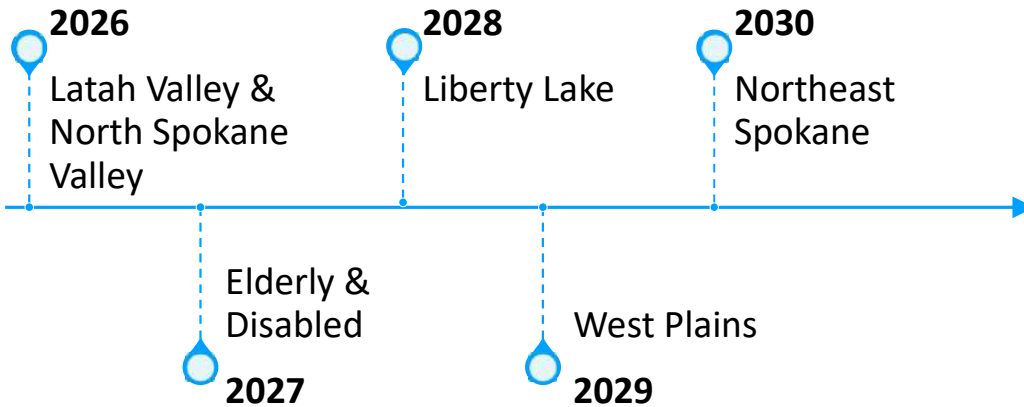
Service Improvement Program (SIP)

- The planned service improvement themes are listed in the table below and described further in the following slides.

2027	2027 is focused on an adjustment to routes in North Spokane , including connecting service to West Plains and launching a Mobility on Demand Pilot targeted to elderly or disabled passengers
2028	2028 is primarily focused on the completion of Argonne Station Park and Ride , the restructure of routes in greater Spokane Valley , and implementation the <i>Connect 2035</i> Mobility on Demand Pilot in Liberty Lake
2029	2029 is focused on the <i>Connect 2035</i> Mobility of Demand Pilot serving the West Plains , and providing later service on select routes

Mobility on Demand (MOD)

- *Connect 2035* included five Mobility on Demand (MOD) Pilot zones throughout the region.
- These MOD pilots will occur in a tiered timeline with each pilot lasting three years.

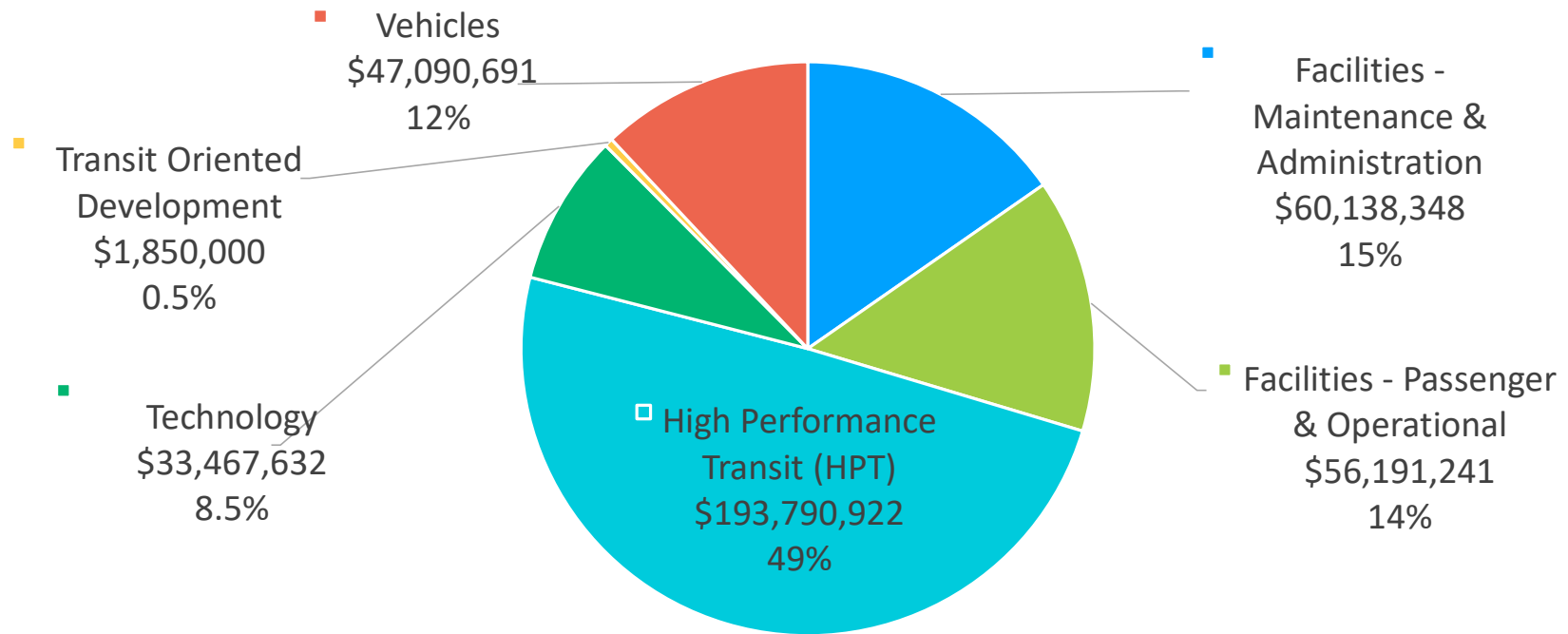


These are drafted zones and are subject to final adjustment

Capital Improvement Program (CIP)

- Outlines planned capital expenditures for a six-year period through 2032
 - Includes capital projects and vehicle acquisitions
- Developed in close coordination with the agency's financial projections
- Reflects ongoing implementation of board-adopted plans
- Includes capital projects and federally-required programs of projects for formula fund grants

2027-2032 CIP by Program Category



- Facilities - Maintenance & Administration
- Facilities - Passenger & Operational
- High Performance Transit (HPT)
- Technology
- Transit Oriented Development
- Vehicles

FTA: Programs of Projects (POP)

- The plan is used as a tool for proposed POPs for the use of federal formula funds that STA receives to advance public transportation in the region
 - 5307 Urbanized Area Program
 - Preventative maintenance funds
 - 5310 Enhanced Mobility Program
 - Spokane transit passes through these funds to service providers of transportation for seniors and individuals with disabilities
 - 5339 Bus and Bus Facilities Program
 - Spokane Transit uses these funds to purchase fixed route coaches and/or paratransit vans



*Section 5310 Subrecipient
Traditional Project:
SNAP Neighbors on the Go*

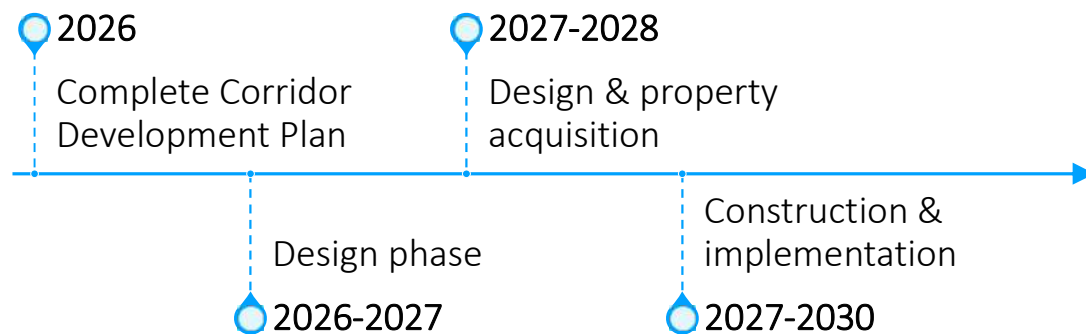
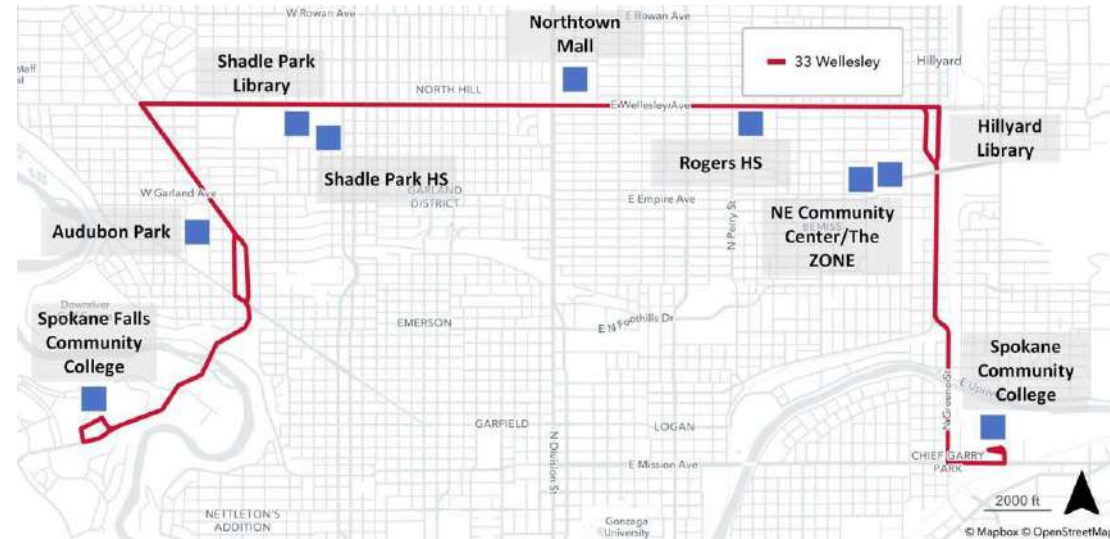
Featured CIP Projects – Division Street Bus Rapid Transit (BRT)

- This will be STA's second Bus Rapid Transit (BRT) project
 - Frequent and reliable service
 - 10+ miles, 43 uniquely branded stations
 - Zero emission 60-foot buses
- New transit center and downtown charging/layover location
- Business Access and Transit (BAT) lanes
- Transit Signal Priority (TSP)
- Construction begins 2028
- Opens for service in 2030



Featured CIP Projects – Wellesley HPT

- This High Performance Transit (HPT) route will support the Wellesley corridor
- The current Route 33 is a key connection point between Spokane Community College (SCC) and Spokane Falls Community College (SFCC)
- This project would invest in enhanced stations and amenities to increase safety, comfort, and the overall experience for riders
- Learn more at:
www.spokanetransit.com/Wellesley-HPT



Featured CIP Projects – Argonne Station

- Argonne Station is planned to include:
 - An eastbound flyer stop
 - ~ 40 parking spaces
 - A transit-only lane on the eastbound I-90 on-ramp, along with signal improvements
 - Four boarding and alighting bays
- The project will:
 - Improve connections within Spokane Valley
 - Support potential future connections to the City Line
 - Provide direct access to Spokane International Airport and Liberty Lake
 - Enhance amenities such as real-time information, shelters, lighting, and seating



Facilities Master Plan (FMP)

- STA's Facilities Master Plan (FMP) is the agency's roadmap for its operations, maintenance and administrative facility needs
- The FMP builds on *Connect 2035* and the current year TDP and focuses on:
 - Fixing space limits at current facilities
 - Preparing for future growth
 - Transitioning to a zero-emissions fleet so transit stays clean, reliable, and sustainable
- Learn more at:
www.spokanetransit.com/projects/facilities-masterplan

Boone Campus: Fixed Route Operations Center

- Adjacent to the greater STA Boone Campus
- Expands Fixed Route Operations
- Improved frontline workforce and agency operations



Facilities Master Plan (FMP) Continued

Mission/Greene: Training Facility

- Future coach operator training course
- Improves capacity for STA as a whole
- Increases effectiveness for developing a well-trained workforce



Fleck: Paratransit and Rideshare Facility

- Adjacent to Fleck maintenance and operations facility
- Consolidates all of Paratransit and Rideshare operations and maintenance
- Increases operational capacity for the department



Next Steps

Date	Description
June 11, 2026	In-person Open House: Spokane Valley Library (3 – 6 p.m.)
June 18, 2026	STA Board of Directors – Public Hearing
July 1, 2026	STA Planning and Development Committee meeting – Recommend adoption
July 16, 2026	STA Board of Directors – Proposed plan adoption



Thank you!

www.spokanetransit.com/TDP

Madeline Arredondo

Associate Transit Planner

marredondo@spokanetransit.com



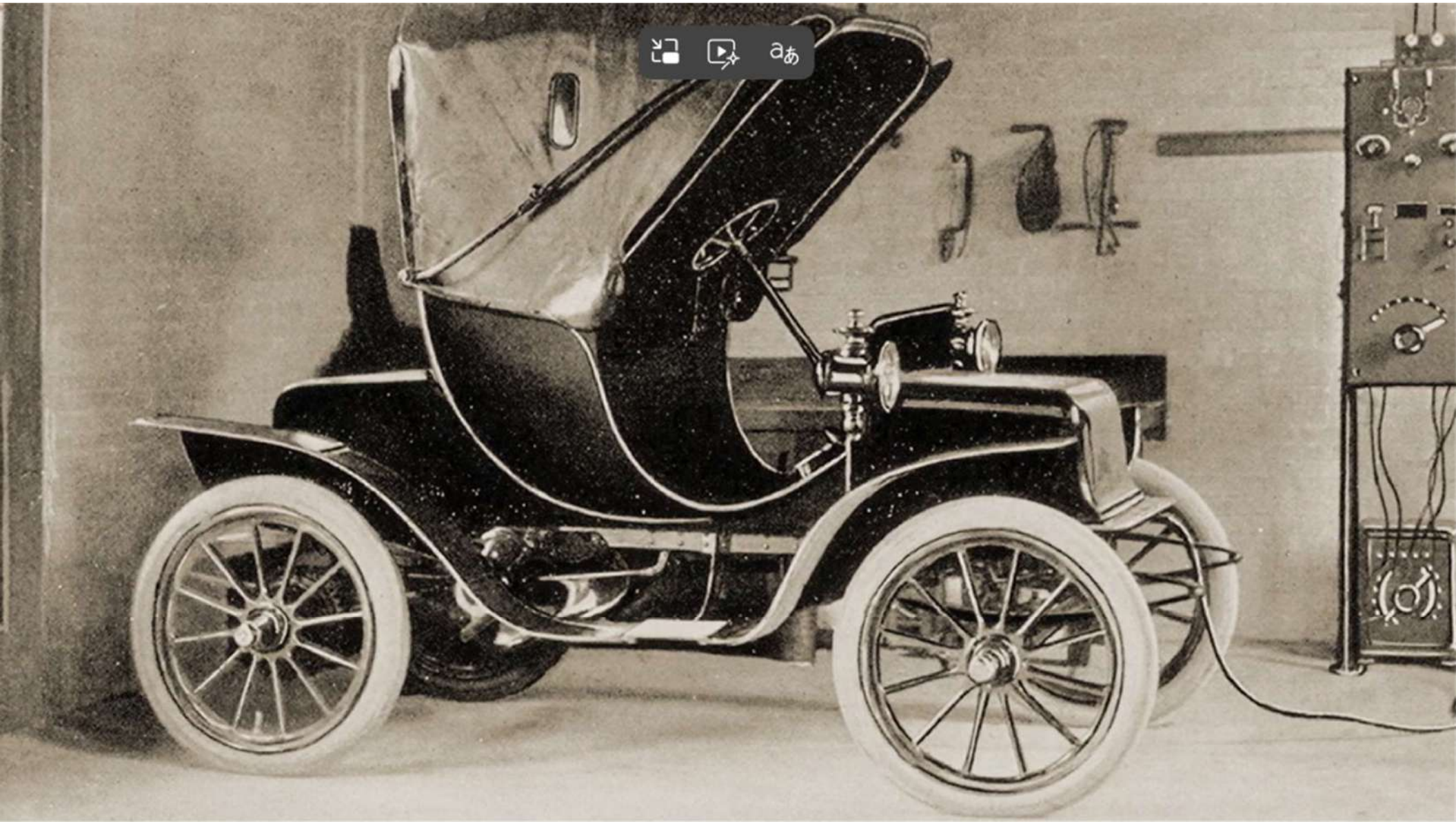


Electric Transportation – the Future is Electric!

SRTC Board of Director's Meeting

Rendall Farley, P.E.
June 11, 2026











2016 - 2019

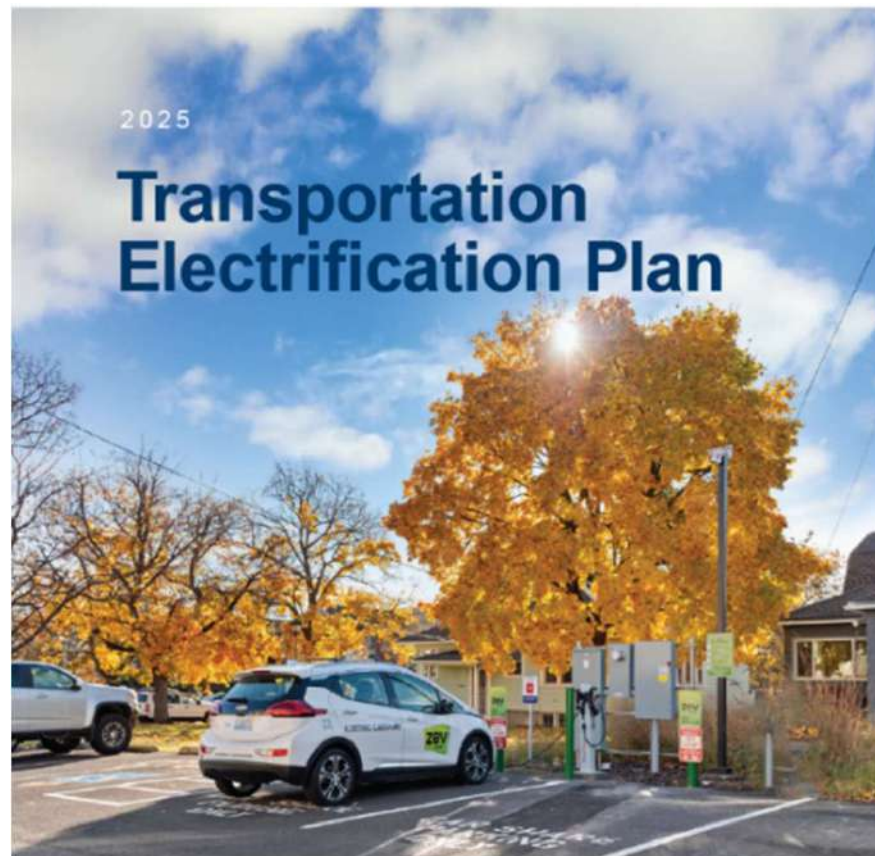


2020 - 2025

**89k to 170k
EVs by 2035**

Regional Transportation Cost Savings	\$648 M
Utility TE Billing Revenue	\$155 M
Pollution Reduction	>80%
Utility Capital Investments and Operational TE Program Spending	\$56 M

by 2050 . . .



Check it out at: www.myavista.com/transportation

Table 3 – Forecasted TE Grid Impacts in Washington Counties Served by Avista (EPRI’s eRoadMAP)

EPRI eRoadMAP results for Avista WA Service Territory	Lt. Duty Unmanaged (MW)	Lt. Duty Managed (MW)	Lt. Duty Energy (MWh/day)	MHD Unmanaged (MW)	MHD Managed (MW)	MHD Energy (MWh/day)
2030	66	44	752	15	11	90
100% Electrification	504	344	5849	443	245	2386

Table 13 – Charging Ports Required for High EV Adoption Scenario in Washington Counties Served by Avista

	Public DCFC	Fleet Depot DCFC	Public L2	Workplace L2	MUD L2	Fleet Depot L2	SFH L2
2025 (actuals)	130	15	422	291	372	291	4,361
2030	300	74	1,292	1,917	1,459	2,517	24,869
2035	1,212	142	5,731	8,502	6,470	11,163	110,310
Levelized Additions per Year 2025-2030	34	12	174	279	217	445	4,102
Levelized Additions per Year 2025-2035	108	13	531	798	610	1,087	10,595

EV Charging Programs

Commercial L2

- Avista Owned: 828 ports
- Make-Ready: 84 ports

DC Fast Charging (DCFC)

- Avista Owned: 60 ports
- Make Ready: 23 ports



90% of charging loads at home or at work

Community EV Program

Partnerships

Non-profits in Avista's WA Service territory apply for loaner EVs and charging infrastructure to benefit communities and low-income customers

- **15** active partnerships
- **17** loaned EVs

2025 Stats

- **3,563** trips
- **121,677** passenger miles

Non-profit, community-based organizations are eligible for free charging infrastructure regardless of whether they are awarded an EV in this program



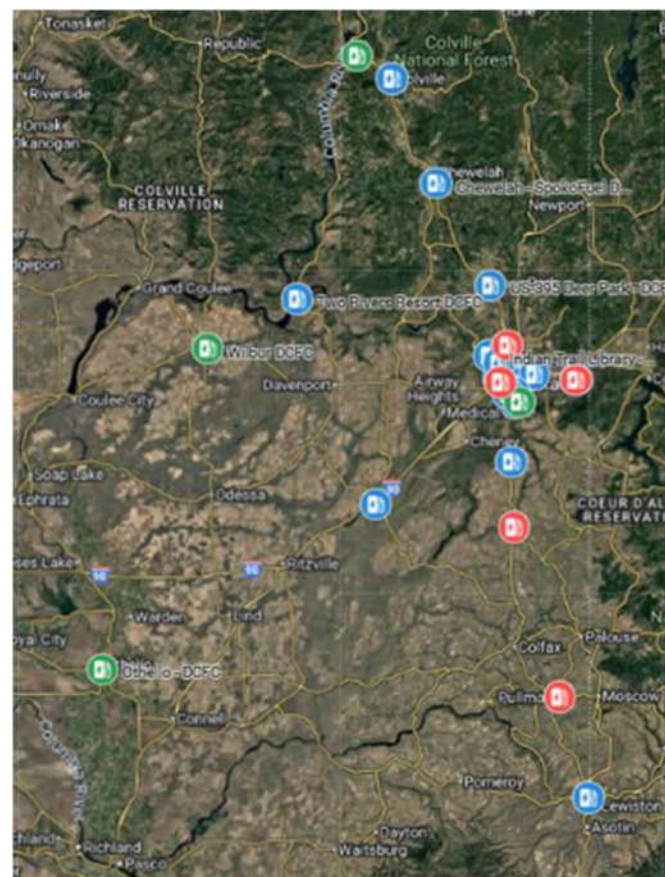
Regional Public Charging Network

Goal – enable reliable and cost-effective long distance EV travel in the region

- Chargers every 30-50 mi along travel corridors & in urban centers
- Public L2s in every small town
- Encourage third-party investments

DCFC owned and operated by Avista

- 26 locations
- 28% of regional DCFC charging
- Pricing equivalent to \$3/gal
- 1.9 Million miles powered



Fleet Electrification

- Objectives:
 - Act as a **trusted advisor** for *Fleet Electrification*
 - Programs & products that benefit Avista, customers, and community
 - Understand future loads & impact
- Progress...
 - Benchmarking Fleet Services with other Utilities
 - Light Duty EV impact and transition to medium + heavy duty
 - School bus electrification
 - Mass transit bus electrification









New Product Development for Customers



Markets & Technology



Customer Value

- Expanded Fleet and Community EV programs
- Vehicle-Grid Integration
 - Fleet Demand Response
 - EV Demand Response, Residential TOU rate
 - DCFC Load Control
 - Vehicle-to-Home (V1H) Pilot
- On-site Energy Generation & Storage
- Backup Power
- Net Billing

our Vision of the Shared, Clean Energy Economy is:

Reliable.
Affordable.
Sustainable.

. . . and Electrifying!

Let's build a better
energy future – together

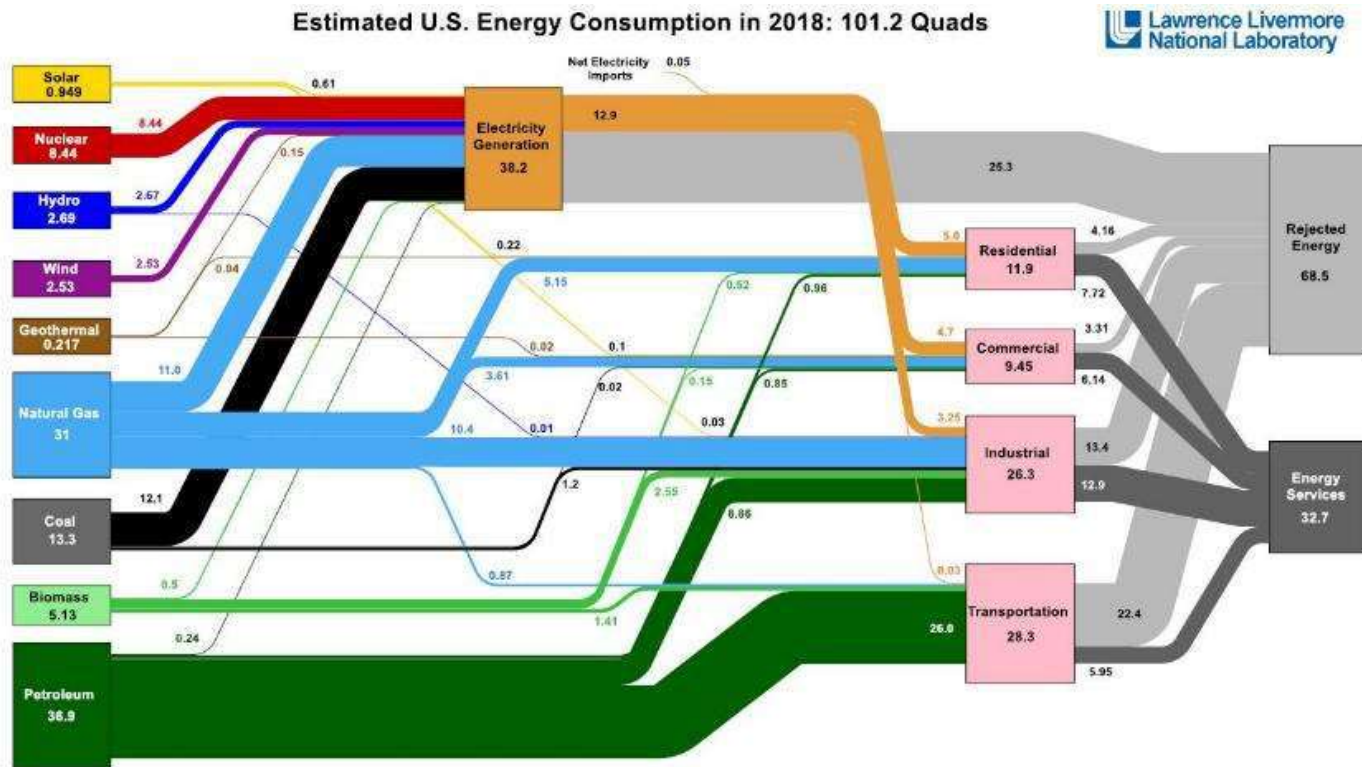


Check out our website at
www.myavista.com/save energy

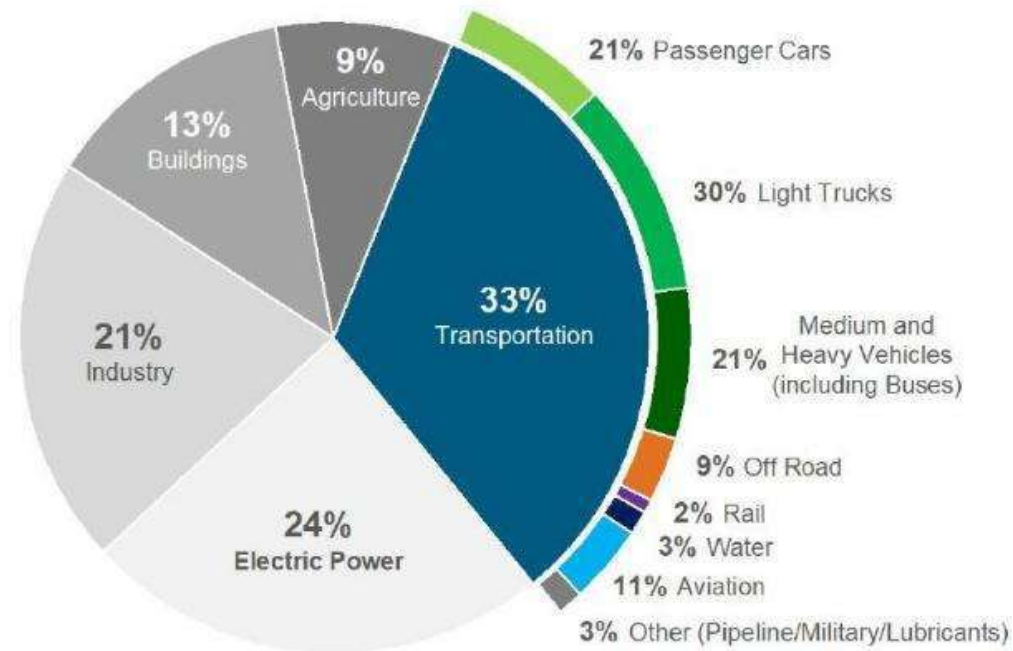


Reference Slides

Transportation has largest share of emissions of all sectors in the economy



Electric Transportation – a better energy future

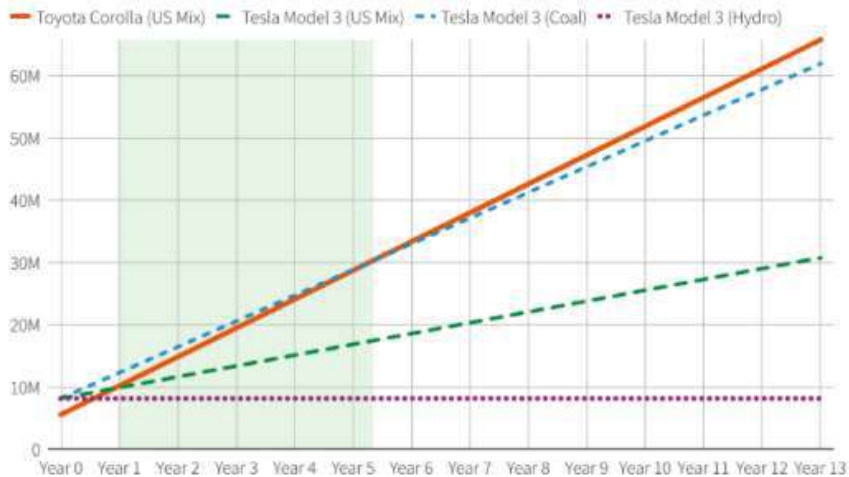


Sources of GGE Air Pollution in the United States
National Renewable Energy Lab, U.S Greenhouse gas emissions (2019)

How much cleaner are EVs?

When are EVs cleaner than gas cars?

It takes a typical electric vehicle about one year in operation to achieve "carbon parity" with a gasoline vehicle. Although the production of EVs and batteries generates more CO₂ before the first wheel turns, the total carbon "footprint" of gas cars quickly overtakes that of EVs after 15,000 miles of driving. If the EV draws electricity from a coal-fired grid, however, the catchup period stretches to more than five years. If the grid is powered by carbon-free hydroelectricity, the catchup period is about six months.



Note: Total lifetime CO₂ emissions in millions of grams
Data source: Argonne National Laboratory GREET model

<https://www.reuters.com/business/autos-transportation/when-do-electric-vehicles-become-cleaner-than-gasoline-cars-2021-06-29/>

https://afdc.energy.gov/vehicles/electric_emissions.html

Electric Power and EVs in Sweden

- Electric power mix
 - 40% nuclear
 - 38% hydro
 - 20% wind and solar
- \$0.12/kWh retail rate
- 30% of light-duty vehicles on the road and 60% of sales are EVs
- 5.29 SEK/kWh
= \$0.53/kWh DCFC charging
- 15.74 SEK/L
= \$5.96/gal gasoline
- DCFC and L2 chargers everywhere – 2,500 public charging ports, 1,500 private - no practical range issues but still some Cx issues



*Together, we are driving
innovation, fostering community,
and enabling progress*



Economic Analysis - Update

SRTC Board of Directors
Agenda Item 7
Page 22

June 11, 2026



Economic Analysis Purpose



To support and advance regional priority projects included on the Unified List of Regional Transportation Priorities.

Economic Analysis Activity

Agency	Project	Project Cost	Economic Benefit (20 year)	Analysis Cost
City of Airway Heights	US 2 Multimodal Improvements Phase 1	\$49.4 Million	\$355 Million	\$39,007
Spokane County	Argonne Rd Freight, Active Transportation & Safety Improvements	\$39.7 Million	\$382 Million*	\$2,039
City of Spokane Valley	South Barker Rd Corridor (I-90 Interchange)		Pending	

*Supplemental active transportation benefits, BUILD application shows \$413 Million in constant benefits and \$139 Million in discounted benefits.

Implementation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
1	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	\$23.4	\$6.9	\$16.6
2	Spotted Rd & Airport Dr Safety & Multimodal Improvements	Airport	\$37.2	\$32.2	None
3	South Barker Rd Corridor	Spokane Valley	\$41.0	\$13.3	\$3.0
4	Fish Lake Trail Connection Phases 1-3	Spokane	\$19.5	\$9.6	\$9.9

Development Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
5	Division St Active Transportation Access Improvements	Spokane	\$25.8	\$2.1	\$23.7
6	Argonne Rd Freight, Active Transportation & Safety Improvements	Spokane County	\$25.8	\$4.3	\$21.5
7	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	\$26.0	\$3.9	\$22.1
8	Division Bus Rapid Transit (BRT)	STA	\$170.0	\$101.0	\$101.0
9	Wall St Safety & Capital Improvements	Spokane County	\$17.5	\$0.6	\$16.9
10	Latah Bridge Rehabilitation	Spokane	\$65.1	\$2.8	\$62.3
11	12th Ave - Spokane Phase	Spokane	\$4.9	None	\$4.9
12	I-90/Valley High Performance Transit (HPT)	STA	\$39.3	\$34.0	\$5.3
13	Wellesley High Performance Transit (HPT)	STA	\$9.3	\$2.5	None
14	6th/10th-12th Ave Multimodal Improvements Phase III	Airway Heights	\$4.8	\$0.5	\$4.3
15	Argonne Bridge at I-90	Spokane Valley	\$28.2	\$1.5	\$3.0
16	Sullivan/Trent Interchange	Spokane Valley	\$53.4	\$13.0	\$5.0
17	I-90 TSMO Improvements	WSDOT	\$24.0	\$0.6	\$20.8
18	Craig Rd Complete Streets Project	Airway Heights	\$11.2	\$1.2	\$10.0
19	Craig Rd & I-90 Four Lakes Connection	Spokane County	\$66.9	\$7.5	\$59.4
20	Spokane Falls Blvd	Spokane	\$8.1	\$0.8	\$7.4

Initiation Projects

All dollar amounts shown in millions

MAP #	PROJECT TITLE	LEAD AGENCY	TOTAL COST	AMOUNT FUNDED	FUNDING REQUEST
21	Centennial Trail Argonne Gap Improvements	Spokane County	\$15.6	\$0.3	None
22	US 195 Corridor Projects	Spokane	\$18.4	None	\$18.4
23	Clean Energy Campus Phase I	STA	\$100.0	\$55.0	\$35.0
24	Barker/I-90 Interchange	Spokane Valley	\$40.0	None	\$4.0
25	Market St Reconstruction	Spokane County	\$10.9	None	\$10.9

Project Status

Implementation

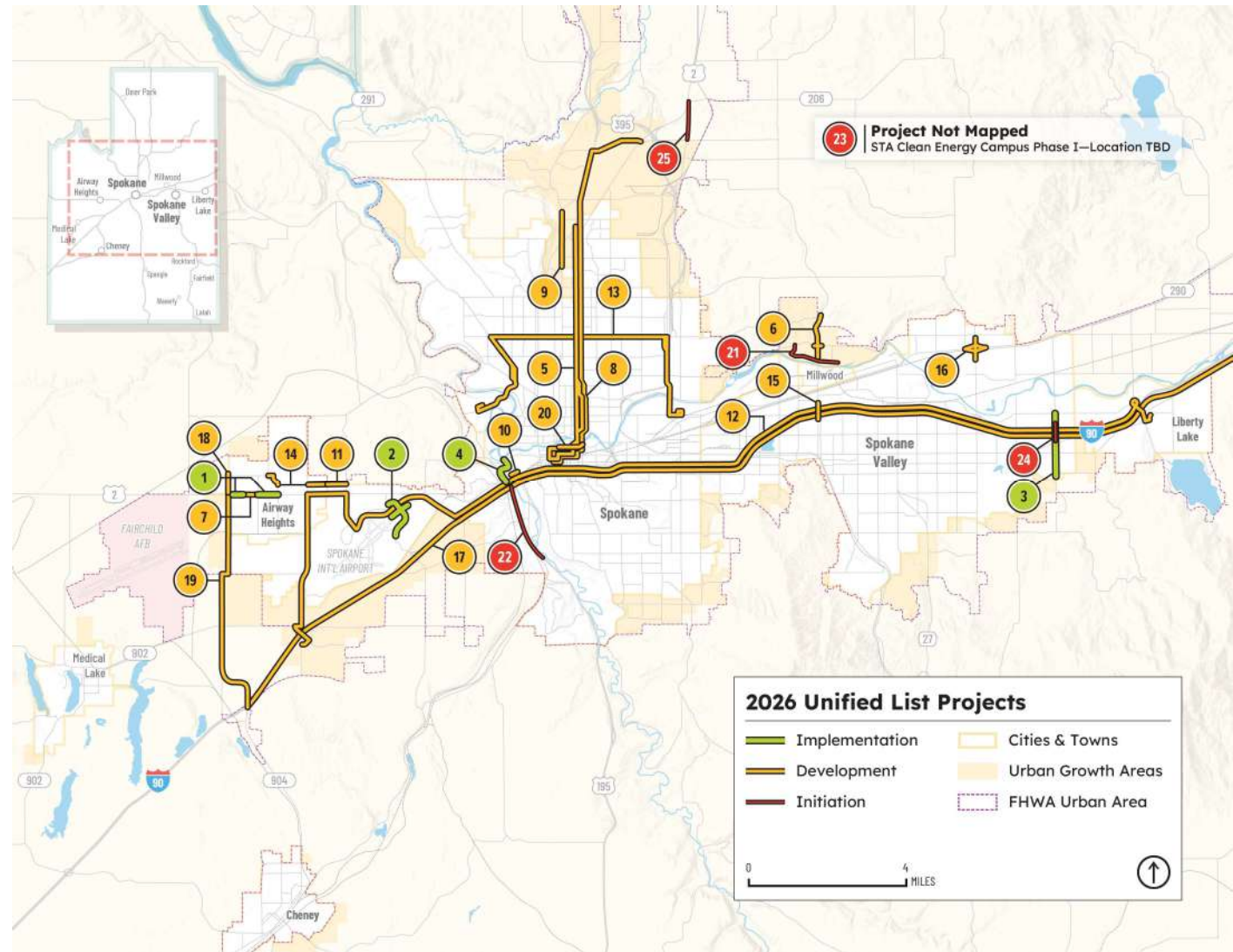
- ▶ Design \geq 60% complete, significant progress towards right-of-way, environmental approvals are underway, and substantial amount of funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Development

- ▶ Design \geq 30% complete, right-of-way needs identified, environmental initiated and/or some funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Initiation

- ▶ Design is < 30% complete.
- ▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study.



Thank You

Ryan Stewart

rstewart@srtc.org

509.343.6370

Intelligent Transportation Systems Plan Update

Board of Directors

Jason Lien - Transportation Planning Manager

Agenda Item 8 | Page 23

June 11, 2026



What is ITS?

Intelligent Transportation Systems (ITS) integrate advanced computing, sensing, and communication technologies into transportation networks. By connecting vehicles, infrastructure, and travelers, ITS aims to reduce congestion, enhance safety, and improve the efficiency of multimodal travel.

Project Background

- Horizon 2050 emphasis
 - Maintain existing transportation network
 - Optimize existing network through technology
- ITS architecture last updated in 2019
- Strategy identified in Smart Mobility Plan

Key ITS Elements

- Ramp meters
- Roadway cameras
- Networked traffic signals
- Variable message signs
- Vehicle detection / data collection
- Fiber optics / communications
- SRTMC



ITS Plan

- Existing inventory of devices and systems
- Process to coordinate multiple stakeholders to maintain, plan for, and implement ITS infrastructure



Next Steps

- Issue Notice to Proceed to consultant
- Ongoing coordination with stakeholder partners
- Completion in Spring 2027

Thank You

Jason Lien
jlien@srtc.org
509.343.6370

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

Benjamin Kloskey
Associate Transportation Planner II

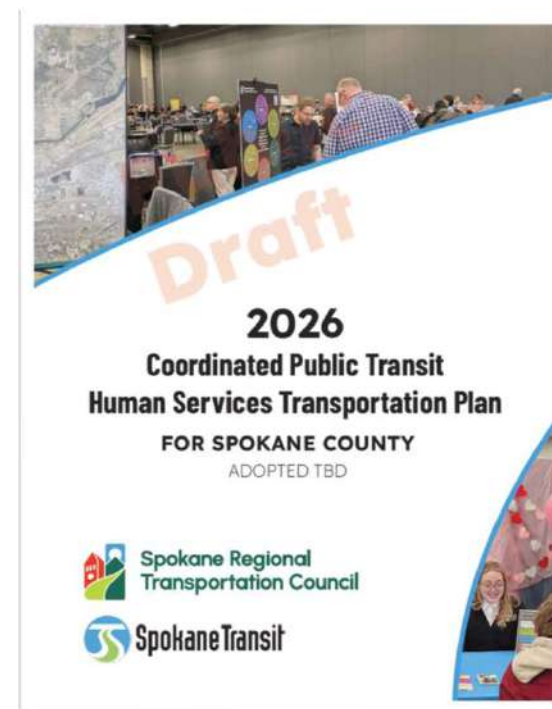
SRTC Board of Directors
Agenda Item 9 | Page 24

June 11, 2026



Plan Overview

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



2026 Update

- Incorporate community and tribal feedback into the plan
- Identify how services have changed
- Re-evaluate strategies based on community needs

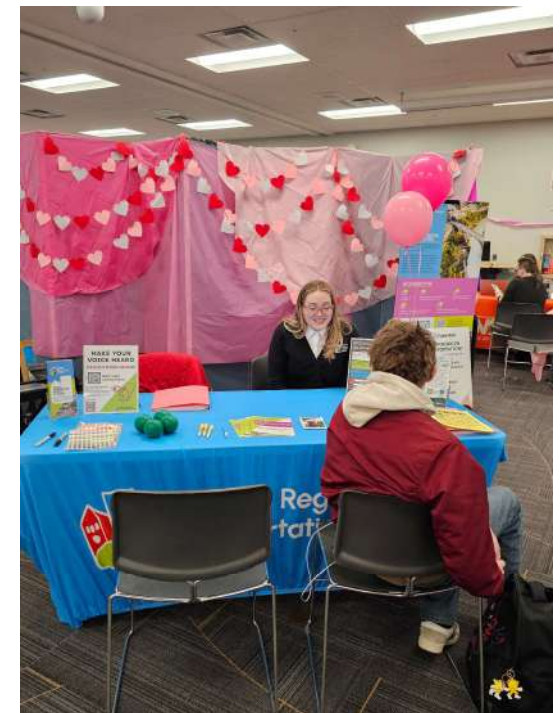


Outreach and Community Feedback



Key Points from Outreach

- **Maintain and expand current services**
- Rural fixed route services
- Lack of volunteers
- Senior citizen needs
- Technology barriers
- Medical services transport



Survey Results

- **What is the main reason you use STA services?**
 - ~50%: Out of necessity
- **Do you use Paratransit or on-demand transit services?**
 - 82%: Never
- **How often do you need to get somewhere but can't find a service that will take you there?**
 - 32%: Sometimes | 13%: Often

Strategies and Priorities

Strategies

- Maintain Existing Services
- Special Needs Transportation Investment
- Technology
- Capital Facilities and Vehicles

Priorities

- WSDOT Consolidated Grant Program
- FTA Section 5310 Call for Projects
- Maintain and expand local services

Next Steps

- **Where We Are (Draft)**

- Public Comment Period (May 26th – June 16th)
- Transportation Technical and Advisory Committees (May 27th)
- **Board of Directors (June 11th)**

- **What's Next (Final)**

- Transportation Technical and Advisory Committees (June 24th)
- **Board of Directors (July 9th)**



Ben Kloskey

Associate Transportation Planner II
bkloskey@srtc.org

Spokane Regional Transportation Council
421 W Riverside Ave Suite 500 | Spokane WA 99201
(509) 343-6370 | www.srtc.org