Spokane Regional Transportation Council

Board of Directors Meeting Minutes

Thursday, June 11, 2026 – 1:00 pm

1 Call to Order/ Excused Absences

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

Excused Absences:

Deputy Mayor Tim Hattenburg
City of Spokane Valley

Matt Ewers
Rails/Freight Rep.

Commissioner Al French
Spokane County

Council Member Klitzke made a motion to approve excused absences. Council Member Telis 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 Kaminskas
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
Daniel Clark
Kalispel Tribe
Doug Yost
Major Employer Rep.
Council Member Micki Harnois
Small Towns Rep.
Commissioner Josh Kerns
Spokane County
Karl Otterstrom (CEO)
STA
Council Member Tiger Peone
Spokane Tribe
Chad Simonson
WSDOT-ER
Commissioner Kelly Fukai
WA Transp. Commission

Absent Members:

Council Member Jennifer Morton
City of Airway Heights

Ex-Officio Members:

Tara Limon
STA
(TTC Chair)

Guests:

Kevin Picanco
City of Spokane
Inga Note
City of Spokane
Dan Pratt
City of Deer Park
Rendall Farley
Avista
Madeline Arredondo
STA

Staff:

Lois Bollenback
Executive Director
Greg Griffin
Admin Services Manager
Bailee Petersen
PR & Comms Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Transp. Planning Manager
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

Before discussing the agenda items, Chair Kaminskas proposed an amendment to switch Agenda Items 5 and 6 to accommodate STA's scheduling needs.

Council Member Haley made a motion to approve the agenda amendment. Council Member Klitzke seconded the motion. The motion passed unanimously.

Recognition of Commissioner Kelly Fukai
Chair Kaminskas recognized Commissioner Kelly Fukai for her service to the Board and thanked her for her thoughtful leadership, meaningful contributions, and collaborative approach. She noted that Commissioner Fukai's insight, curiosity, and willingness to share knowledge had strengthened Board discussions and decision-making.

Ms. Bollenback also expressed her appreciation for Commissioner Fukai's service as the Eastern Washington representative on the Washington State Transportation Commission. She commended her for being a strong advocate for the region, an ambassador for Eastern Washington, and a thoughtful voice on transportation issues at both the state and national levels.

Commissioner Fukai thanked the Board and staff for the opportunity to serve, describing her time on the Board as an honor and a privilege. She reflected on the value of working with transportation leaders across the region and state and encouraged anyone interested in serving on the Washington State Transportation Commission to learn more about the opportunity. She also thanked SRTC and its member agencies for their continued support of the Commission, emphasizing its important role in connecting local communities with statewide transportation planning and policy.

 # 2 Public Comments
There were no public comments.

ACTION ITEMS

 # 3 Consent Agenda
Chair Kaminskas reviewed items comprising the Consent Agenda, including:
a. May Board Meeting Minutes
b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – June 2026
c. Vouchers Paid for the Month of May
d. Continued Use of the Riverside Conference Room

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

 # 4 Funding Recommendation to Support Regional Obligation Authority (OA) Target
Mr. Kloskey presented a funding recommendation to help the region meet its 2026 federal obligation authority target and requested approval of Resolution R-26-17, Awarding $1 million to

the City of Deer Park's North Colville Reconstruction Project.

Mr. Kloskey reviewed the concepts of obligation authority, de-obligation, and redistributed obligation authority. He explained that obligation authority allows federal funds to be spent once a project phase is authorized, while de-obligated funds are returned for redistribution when they are not ultimately used. He also noted that regions that meet their annual obligation targets may become eligible for redistributed obligation authority when unused federal funding from other states becomes available.

Mr. Kloskey reported that SRTC's annual obligation target is typically between $11 million and $13 million, but increased to approximately $14.5 million in 2026 due to late de-obligations from the previous year being applied to the current target. He noted that the region has experienced approximately $3.5 million in de-obligations so far this year, an unusually high amount for the first half of the year. According to Mr. Kloskey, much of this increase is attributable to construction bids coming in below estimates, resulting in the return of unused federal funds.

Commissioner Fukai asked why bids were coming in lower than expected despite current economic conditions. Ms. Bollenback explained that uncertainty in statewide transportation funding and project programming has contributed to a more competitive bidding environment. She noted that some firms expanded staffing and resources in anticipation of projects that were later delayed or redirected, leading contractors to compete more aggressively for available work. As a result, agencies across Washington have seen bids come in below estimates, leading to higher levels of de-obligated funding. Mr. Kloskey noted that this trend has been observed statewide through discussions with transportation partners and state committees.

Mr. Kloskey stated that current projections show approximately $13.7 million in obligated funds for the region, leaving a shortfall of roughly $780,000 below the annual target. To address the gap, staff recommended awarding an additional $1 million to Deer Park's North Colville Reconstruction Project, including approximately $530,000 in Carbon Reduction Program funds and $460,000 in Surface Transportation Block Grant funds.

Mr. Kloskey explained that the project was selected because it already includes a significant local contribution. Of the project's approximately $3.4 million total cost, about $1.5 million consists of previously awarded federal funding, and approximately $1.9 million is local funding, resulting in a local match of 56%. Staff had originally hoped to position the project for redistributed obligation authority because of its unusually high local match; however, that opportunity is available only if both the state and the region meet their obligation targets. He noted that the proposed award would help the region achieve its target while reducing Deer Park's local match to approximately 27%, which remains well above the required minimum of 13.5%.

In closing, Mr. Kloskey noted that the recommendation had been unanimously supported by the Transportation Advisory Committee (TAC), Transportation Technical Committee (TTC), and the TIP Working Group. He stated that staff had evaluated available options through multiple review processes and determined this recommendation was the most effective way to support the region's obligation target while advancing a priority local project.

Council Member Klitzke made a motion to 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 as presented. Mr. Otterstrom seconded the motion. The motion passed unanimously.

INFORMATION AND DISCUSSION

 # 5 Guest Presentation: Transit Development Plan

Ms. Arredondo presented Spokane Transit Authority's (STA) 2027–2032 Transit Development Plan (TDP), a six-year planning document required by state law that outlines the agency's service planning, capital improvements, and financial projections. She explained that the plan also meets federal transit funding requirements and aligns with statewide transportation policy goals.

Ms. Arredondo provided an overview of the plan's major components, including agency information, a review of 2025 activities, the Service Improvement Program (SIP), Capital Improvement Program (CIP), and operating and financial projections. She noted that the SIP serves as a three-year roadmap for planned service investments between 2027 and 2029 and reflects implementation of STA's adopted Connect 2035 initiatives.

Key service improvements identified in the SIP include route investments in North Spokane and connections to the West Plains in 2027, route restructuring in the Spokane Valley and a mobility-on-demand pilot in Liberty Lake in 2028, and an additional mobility-on-demand pilot serving the West Plains and expanded evening service on select routes in 2029. Ms. Arredondo explained that the mobility-on-demand program is intended to provide transportation options in areas with limited fixed-route service and will initially focus on seniors and individuals with disabilities through a series of pilot projects. She noted that the proposed service areas remain in draft form and may be adjusted as planning continues.

Ms. Arredondo also reviewed the Capital Improvement Program, which outlines planned capital expenditures through 2032, including vehicle acquisitions, facility investments, and major transit projects. She noted that the largest investment category is high-performance transit and highlighted several key projects included in the plan.

Among those projects is the Division Street Bus Rapid Transit (BRT) corridor, which would provide frequent, reliable transit service along a more than 10-mile corridor with 43 stations, zero-emission vehicles, a new transit center, dedicated transit improvements, and enhanced passenger amenities. Construction is anticipated to begin in 2028, with service planned for 2030.

Ms. Arredondo also highlighted the Wellesley High Performance Transit project, which would build upon the existing Route 33 corridor through station enhancements and safety improvements, as well as Argonne Station, a planned transit facility in Spokane Valley that would improve regional connections, expand park-and-ride capacity, and provide enhanced passenger amenities.

Additional projects identified through STA's Facilities Master Plan include a new fixed-route operations center on the Boone campus, a future coach operator training facility, and a consolidated paratransit and rideshare operations facility. Ms. Arredondo stated that these projects are intended to support future growth, improve operational efficiency, and assist with STA's transition to a zero-emission fleet.

Ms. Arredondo reviewed the federal transit funding programs included in the plan, noting that STA receives Urbanized Area Program funding for preventive maintenance, Enhanced Mobility funding, which is passed through to nonprofit transportation providers serving seniors and individuals with disabilities, and Bus and Bus Facilities funding for vehicle purchases.

She also summarized recent outreach efforts, including presentations to SRTC committees and participation in regional transportation open houses. Additional public outreach activities and a public hearing were scheduled before the anticipated adoption of the plan in July.

Mr. Otterstrom asked how the proposed service and capital investments align with STA's financial forecasts. Ms. Limon responded that the projects included in the plan are reflected in STA's financial projections and are based on a variety of assumptions, including anticipated sales tax revenues, future fare increases, and the outcome of a ballot measure scheduled for August. She noted that additional information regarding those assumptions was available through STA's public outreach materials.

Mr. Otterstrom emphasized the importance of long-range financial planning and noted that STA has an ongoing responsibility to maintain existing services while planning for future improvements. He stated that service enhancements implemented over the past decade are assumed to continue under the plan, and that sustaining those investments requires ongoing financial support, as reflected in the plan's financial assumptions.

 # 6 Guest Presentation: Avista and Transportation Electrification
Mr. Farley provided an overview of Avista's transportation electrification efforts, highlighting the utility's long-term planning, investment strategies, and partnerships supporting the transition to electric transportation throughout the region. He noted that transportation electrification has historical roots in Spokane, citing early battery-electric vehicles and electric trolley systems that were once operated by Washington Water Power, Avista's predecessor.

Mr. Farley stated that Avista views transportation electrification as a key component of the region's future energy and transportation systems. He noted that improvements in battery technology, lower operating costs, and the need to reduce emissions are driving continued adoption of electric vehicles. He explained that Avista's Transportation Electrification Plan, first launched in 2020 and recently updated, guides investments in charging infrastructure and customer programs that support this transition. Mr. Farley added that increased electric vehicle adoption can provide economic benefits through lower fuel and maintenance costs, help spread utility system costs across greater energy use, and significantly reduce transportation-related air pollution over time.

Commissioner Fukai asked how efforts to encourage off-peak charging influence future charging infrastructure needs and planning. Mr. Farley explained that Avista is exploring a variety of strategies, including time-of-use rates and managed charging programs, to encourage charging during periods of lower demand. He noted that workplace charging is a particular focus because it supports electric vehicle adoption while reducing pressure on evening peak demand. Mr. Farley stated that most residential charging occurs overnight and that the current grid infrastructure is generally capable of supporting anticipated growth in light-duty electric vehicles. However, he noted that medium- and heavy-duty vehicle electrification could create greater challenges for the electric system and will require ongoing planning and monitoring.

Commissioner Fukai also observed that increased renewable energy generation may create opportunities to align charging demand with periods of lower system load. Mr. Farley agreed and discussed the growing role of renewable energy, energy storage, and distributed energy resources in the future electric grid. He emphasized the importance of developing a more flexible and resilient energy system that incorporates both utility-scale and customer-owned resources.

Council Member Klitzke asked for clarification regarding Avista's peak and off-peak demand periods. Mr. Farley explained that the utility's highest demand generally occurs between approximately 4:00 p.m. and 8:30 p.m. year-round, with an additional morning peak during winter months. He noted that shifting vehicle charging outside those periods can help reduce system costs and improve overall efficiency.

Council Member Klitzke also asked about encouraging customers to use delayed charging and other tools to support off-peak charging. Mr. Farley explained that many electric vehicles already include scheduling capabilities and that time-of-use rates have proven effective in influencing charging behavior. However, he noted that customer convenience remains a significant factor and that successful programs must provide a compelling value proposition while remaining scalable across a broad customer base.

Mr. Farley reviewed Avista's planning assumptions for future electric vehicle adoption and charging infrastructure. He stated that the utility expects to support approximately one-third of the region's charging infrastructure, with private-sector investment covering the remainder. He emphasized the importance of partnerships with local governments, businesses, and community organizations to ensure adequate charging availability as adoption increases.

He highlighted several ongoing programs, including workplace charging initiatives, community transportation programs, and regional public charging investments. Mr. Farley noted that partnerships among Avista, SRTC, local governments, libraries, community centers, and the Washington State Department of Commerce have helped establish one of the strongest public fast-charging networks in the country on a per-capita basis.

Ms. Bollenback asked whether recent policy changes and the reduction of certain electric vehicle incentives were affecting fleet vehicle electrification differently than personal vehicle adoption. She noted that fleet operators often have access to dedicated charging infrastructure, while the adoption of personal vehicles may increase demand for public charging infrastructure investments.

Mr. Farley responded that light-duty fleet electrification continues to offer a strong total cost-of-ownership advantage, while medium- and heavy-duty vehicle electrification remains more challenging economically. He stated that growth in personal electric vehicle adoption has slowed from previous years, particularly following changes to federal purchase incentives, but he expects adoption to continue growing over time as technology improves, costs decline, and consumer familiarity increases. He noted that fleet adoption, particularly among medium- and heavy-duty vehicles, remains more dependent on policy support and incentives but is expected to continue advancing as vehicle technology matures and operating cost advantages become more apparent.

Looking ahead, Mr. Farley discussed Avista's continued investments in renewable energy generation, battery storage, and distributed energy resources. He highlighted the emerging potential of vehicle-to-grid technologies, which could enable electric vehicles and fleet assets, such as school buses, to provide backup power and support grid reliability during emergencies. He emphasized that these technologies have the potential to improve both energy resilience and transportation system performance in the future.

In closing, Mr. Farley thanked SRTC and its member agencies for their partnership on transportation electrification initiatives. He noted that regional collaboration has been instrumental in securing grant funding and advancing charging infrastructure throughout the Spokane region.

 # 7 Economic Analysis – Update
Mr. Stewart provided an update on SRTC's economic analysis initiative, which is intended to support and advance projects included on the Unified List of Regional Transportation Priorities. He reminded members that the SRTC Board allocated $50,000 a year for the effort and noted that the analyses are designed to quantify the long-term economic benefits of transportation investments.

Mr. Stewart reviewed the results of several completed and ongoing analyses. Earlier in the year, the Board accepted an economic analysis of the City of Airway Heights' US 2 Multimodal Improvements Phase 1 project, which estimated that a $49.4 million investment would generate approximately $355 million in regional economic benefits over 20 years. He also reported that SRTC recently completed an economic analysis of the active transportation elements for Spokane County's Argonne Road Freight, Active Transportation, and Safety Improvements Project in support of the County's BUILD grant application. That analysis estimated approximately $382 million in economic benefits over 20 years and supplemented the cost-benefit analysis prepared for the grant application.

Mr. Stewart noted that a third analysis is planned for the City of Spokane Valley's South Barker

Road Corridor project near the Interstate 90 interchange. He explained that work will begin once the city finalizes its transportation subarea study, which will provide key information needed for the analysis.

Looking ahead, Mr. Stewart said staff have begun discussions with member agencies about additional projects that may be suitable for future economic analyses. He reviewed projects currently included on the 2026 Unified List, including implementation, development, and initiation phase projects, and noted that staff will continue coordinating with local agencies to identify projects that could benefit from economic analysis as they advance through project development. Mr. Stewart also reviewed the geographic distribution of projects on the Unified List and invited feedback from Board members on future opportunities for analysis.

Council Member Klitzke suggested expanding a potential analysis of the Fish Lake Trail connection to examine broader regional trail connectivity and tourism-related economic impacts across multiple jurisdictions. Mr. Stewart responded that the concept would be a strong candidate for future analysis. He noted that the tools SRTC has been using are well-suited to evaluating active transportation investments. He explained that those analyses can help quantify a range of benefits, including tourism activity, property value impacts, safety improvements, health outcomes, and increased regional connectivity. Mr. Stewart stated that staff would welcome additional discussion with local agencies regarding the potential scope of such a study.

 # 8 Intelligent Transportation Systems (ITS) Plan Update
Mr. Lien provided an overview of SRTC's upcoming Intelligent Transportation Systems (ITS) Plan update, which will be conducted with consultant support and is expected to be completed in spring 2027. He explained that ITS refers to the use of advanced computing, sensing, communication, and data technologies to improve transportation system operations, enhance safety, reduce congestion, and improve travel efficiency.

Mr. Lien noted that the plan will establish a framework for coordinating the many technology systems, devices, and stakeholders that make up the region's transportation network. These systems include traffic cameras, ramp meters, coordinated traffic signals, variable message signs, vehicle detection systems, fiber optic communications networks, and the transportation management center. He explained that the update will help ensure that technology investments across jurisdictions remain coordinated, compatible, and effective.

He stated that the project supports Horizon 2050 goals related to maintaining and optimizing the existing transportation system and builds upon recommendations identified through the Smart Mobility Plan. The current ITS Plan was last updated in 2019, making it timely to refresh the region's technology strategy and priorities. Mr. Lien also noted that, while previous ITS architecture updates were led by the Spokane Regional Transportation Management Center (SRTMC), SRTC is leading the current effort due to its regional planning and coordination role, in close partnership with SRTMC and member agencies.

Mr. Lien explained that the planning process will document the existing ITS infrastructure and identify opportunities for future project development, technology investments, data sharing, and coordination among agencies. The effort will focus on establishing a process to maintain and expand the region's ITS architecture and on identifying opportunities to integrate technology components into future transportation projects.

Mr. Otterstrom asked how transit signal priority would be incorporated into the plan. Mr. Lien responded that transit signal priority is one of the ITS elements to be inventoried and evaluated as part of the planning process, and that STA and other stakeholders will be engaged in discussions on future implementation opportunities.

Mr. Otterstrom also asked whether cybersecurity and resilience against cyberattacks would be addressed. Mr. Lien stated that the update will build upon recommendations from SRTC's previously completed Resiliency Plan and will consider strategies to strengthen the transportation system's ability to withstand and respond to emerging threats.

Council Member Klitzke asked about consultant selection and whether the project would coordinate with organizations focused on smart mobility technologies. Mr. Lien explained that the work will be completed under SRTC's existing on-call contract with Kittelson & Associates and expressed interest in engaging with organizations specializing in smart city and mobility technologies as the project moves forward.

Ms. Bollenback emphasized that the ITS Plan is a regional coordination effort rather than an operational program managed by SRTC. She noted that SRTC's role is to facilitate planning and coordination on behalf of agencies that own and operate transportation infrastructure, including WSDOT, STA, cities, and Spokane County. She explained that the plan is intended to help member agencies identify opportunities for coordination, interoperability, and strategic investments in technology infrastructure, such as communications networks and fiber optic systems.

Commissioner Fukai asked how the region will measure success and ensure implementation after the plan is completed. Ms. Bollenback acknowledged the importance of establishing accountability and identifying how recommendations will be carried forward once the plan is adopted. She noted that while SRTC's role is primarily planning and coordination, future discussions will be needed to clarify how implementation responsibilities and performance tracking should be handled among partner agencies.

Mr. Lien concluded by noting that the project is expected to begin shortly and will include ongoing coordination with transportation agencies, emergency service providers, and other stakeholders. He stated that periodic updates will be provided to the Board throughout the planning process, with a final plan anticipated in spring 2027.

 # 9 Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) – Draft
Mr. Kloskey provided an update on the 2026 Coordinated Public Transit–Human Services Transportation Plan (CPT-HSTP), noting that the draft plan was released for public comment on May 26 and would remain available for review through June 16. 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, expand funding opportunities for local providers, and increase public awareness of available transportation services throughout Spokane County.

Mr. Kloskey emphasized the extensive outreach conducted during development of the plan, including a multi-month public survey, open houses, service provider interviews, community events, and engagement with tribal partners and other stakeholders. He noted that a key objective of the update was to assess how transportation needs and services have changed since the previous plan was completed in 2022 and to ensure that community feedback was reflected in the updated strategies and priorities.

Summarizing the major themes identified through outreach, Mr. Kloskey reported that maintaining and expanding existing transportation services emerged as the highest priority. He noted that many residents rely on transit when making housing and employment decisions, and that preserving access to transportation services is critical to maintaining mobility and quality of life. Rural communities also expressed a need for additional transportation options and greater awareness of services that are currently available. Other common concerns included shortages of volunteer drivers, transportation challenges faced by seniors—particularly those living outside STA's service area—barriers related to technology and language access, and difficulties obtaining transportation to medical appointments, especially when riders require assistance before or after treatment.

Mr. Kloskey reviewed the results of the public survey, noting that approximately half of the respondents reported using transit services out of necessity. While a large majority reported that they do not use paratransit or on-demand transportation services, many respondents also indicated they are sometimes or often unable to find transportation to destinations they need to reach. He explained that the results suggest both a lack of awareness about existing transportation options and the continued presence of service gaps that need to be addressed.

Based on the outreach findings, the plan identifies four primary strategies: maintaining existing transportation services, investing in specialized transportation programs for individuals with unique mobility needs, improving access to transportation information through technology and coordinated information systems, and supporting investments in vehicles, facilities, and infrastructure that improve accessibility and reliability. Mr. Kloskey noted that these strategies are intended to strengthen the region's transportation network while ensuring services remain accessible to those who depend on them.

Mr. Kloskey also explained that completing the CPT-HSTP supports access to funding opportunities through programs such as the Washington State Consolidated Grant Program and the Federal Transit Administration Section 5310 funding. By identifying transportation needs and service gaps in the plan, local providers may be better positioned to pursue grants and funding to address them.

In closing, Mr. Kloskey outlined the next steps in the planning process, noting that staff would return with a final draft after the public comment period concludes and seek a recommendation for approval.

Chair Kaminskas commended staff for the outreach efforts conducted during the development of the plan. She noted that STA and SRTC partnered on several outreach events and stated that the process successfully engaged a broad range of service providers and community members who rely on transportation services.

INFORMATION

 # 10 Executive Director's Monthly Report
Ms. Bollenback provided several agency updates during her Executive Director's Report.

She informed members that SRTC's lease arrangement for the Board meeting room at the Paulsen Center has reached the end of it's two-year period, and the facility is now available for public rental. However, through a recently approved memorandum of understanding, SRTC retains the right of first refusal for Board meetings throughout the year at a discounted rate. She noted that the agreement continues to provide a cost-effective meeting space for the Board while making the facility available to other users.

Ms. Bollenback also provided an update on SRTC's Safe Streets and Roads for All (SS4A) grant activities. She reminded members that staff had previously discussed a potential grant application focused on using cameras and artificial intelligence to monitor traffic operations at high-crash locations to help identify potential safety improvements. Following that discussion, staff learned that the Spokane County Sheriff's Office Real-Time Crime Center was preparing a separate grant application to install cameras along portions of the region's High Injury Network.

To avoid overlapping applications, Ms. Bollenback consulted with Chair Kaminskas and recommended withdrawing SRTC's proposed application. She noted that the process resulted in valuable coordination with the Real-Time Crime Center and helped establish a new working relationship between the agencies. While the two organizations have different missions, she explained that both share an interest in improving safety and can benefit from collaboration moving forward. She added that the Sheriff's Office agreed to incorporate artificial intelligence capabilities into its application, which could provide useful safety-related data and insights if the grant is awarded.

Rather than forgoing the funding opportunity entirely, Ms. Bollenback reported that SRTC pivoted and submitted an alternative SS4A grant application focused on hosting a regional transportation safety summit. She explained that the proposed summit would bring together transportation agencies, community organizations, advocates, and other partners to strengthen relationships, identify safety priorities, and develop actionable strategies for addressing transportation safety challenges throughout the region. She noted that the concept was inspired by discussions with Board member Char Kay, WSDOT Eastern Region Administrator, regarding opportunities to advance regional safety efforts and is intended to align with broader state safety objectives.

 # 11 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries
No questions or comments.

 # 12 Board Member Comments
Mr. Otterstrom shared an update on Spokane Transit Authority's upcoming Mobility on Demand service. He reported that the STA Board Operations Committee had recommended approval of program-related contracts and that the contracts would be considered by the full STA Board the following week.

Mr. Otterstrom explained that the Mobility on Demand service is intended to provide transportation options in areas that are not currently served, or are underserved, by fixed-route transit. Initial pilot areas are expected to include the Latah Valley area of Spokane, portions of North Spokane Valley (including Millwood), unincorporated Spokane County, and the City of Spokane Valley. Service is anticipated to begin in the fall.

Responding to questions from Board members, Mr. Otterstrom explained that the program will utilize a new software platform that will also replace STA's existing paratransit scheduling software. The system will allow users to plan trips that connect Mobility on Demand services with the broader fixed-route transit network, helping riders access destinations beyond the pilot service areas.

Chair Kaminskas asked whether the new platform would integrate with STA's existing services. Mr. Otterstrom confirmed that the system will support trip planning across multiple transit services and provide a unified experience for riders.

Ms. Bollenback asked whether the service was an eligibility-based service. Mr. Otterstrom clarified that Mobility on Demand is not an eligibility-based service and will be available to the general public for persons 14 years and older. He noted that riders will be able to request trips through a mobile application or by phone, ensuring access for individuals who do not use smartphones.

Council Member Telis asked whether the service is intended for areas without existing transit service. Mr. Otterstrom responded that the program is designed primarily for areas beyond or on the edge of the fixed-route network and can serve both local point-to-point trips and connections to the broader transit system.

Board members also discussed the importance of public outreach and education as the service launches. Mr. Otterstrom noted that STA plans to conduct marketing and outreach efforts to ensure residents understand whether they are within the service area and how to access the new service once it becomes available.

 # 13 Chair Comments
Chair Kaminskas shared an update on a recently completed City of Liberty Lake transportation project funded in part through SRTC. The project involved resurfacing approximately three-

quarters of a mile of Mission Avenue between Molter Road and Country Vista Drive.

She noted that the roadway had been in need of repair for some time and that construction was delayed from the previous year due to regional asphalt supply disruptions. The project addressed deteriorating pavement conditions, including an increase in potholes resulting from repeated freeze-thaw cycles during the winter.

In addition to the roadway improvements, the project included the removal and replacement of 19 ADA-compliant curb ramps to improve accessibility along the corridor. Chair Kaminskas noted that the accessibility improvements were a significant component of the project and highlighted the benefits of the upgrades for community members, including transit users who access the nearby STA Park-and-Ride facility.

She thanked SRTC for its funding support and expressed appreciation to the contractor and community members for their patience throughout construction. She stated that she wanted to share the project as an example of how regional transportation funding is being invested in local communities and the tangible improvements it provides. The meeting adjourned at 2:30 p.m.

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Anadia Grier, Clerk of the Board