



# Spokane Regional Transportation Council

## Board of Directors Meeting

**Thursday, 07/09/2026 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=umAt0b7zXGZhQgRIqtByx14vkGOIBU.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/kcau3PfqFO>

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### **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](mailto: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.

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Time	Item #		Page #
1:00	1	<b>Call to Order/Record of Attendance/Excused Absences</b>	
1:10	2	<b>Public Comments</b>	
<b><u>FOR ACTION</u></b>			
1:15	3	<b>Consent Agenda</b>	
	a.	June Board Meeting Minutes	3
	b.	CY 2026-2029 Transportation Improvement Program (TIP) Amendment - July 2026	16
	c.	Vouchers Paid for the Month of June	20
	d.	CY 2026 Q2 Budget Update	21
	e.	Revised December 2025 Voucher <i>(Audit Recommendation)</i>	24
	f.	Revised 2025 Q4 and 2026 Q1 Budget Updates <i>(Audit Recommendation)</i>	25
	g.	2027 Member Contributions	28
1:20	4	<b>Coordinated Public Transit-Human Services Transportation Plan - Final Draft <i>(Ben Kloskey)</i></b>	30
<b><u>INFORMATION AND DISCUSSION ITEMS</u></b>			
1:25	5	<b>Guest Presentation: Spokane Transit Authority (STA) Proposition 1 <i>No Memo</i> <i>(Emily Poole, STA)</i></b>	N/A
1:40	6	<b>Intermountain West Memo for BUILD America 250 Act <i>(Lois Bollenback)</i></b>	32
1:45	7	<b>Guest Presentation: North Spokane Corridor Update <i>No Memo</i> <i>(Robyn Lashbrook &amp; Alex Proszek, WSDOT)</i></b>	N/A
2:05	8	<b>SRTC Data Program Information <i>(David Fletcher)</i></b>	36
2:15	9	<b>Critical Urban &amp; Rural Freight Corridors Update <i>(David Fletcher)</i></b>	37
2:20	10	<b>Transportation Improvement Program (TIP) Annual Obligation Report <i>(Ben Kloskey)</i></b>	38
2:25	11	<b>Bicycle Level of Traffic Stress Update <i>(Angela Paparazzo)</i></b>	39
2:30	12	<b>CY 2026 Budget Amendment <i>(Greg Griffin)</i></b>	40
<b><u>INFORMATION: No Action or Discussion <i>(Written reports)</i></u></b>			
2:35	13	<b>Executive Director’s Monthly Report <i>(Lois Bollenback)</i></b>	42
		<ul style="list-style-type: none"> <li>• Ongoing/Upcoming Events and Activities</li> <li>• Transportation Funding - Awards &amp; Opportunities</li> </ul>	
	14	<b>Transportation Technical Committee &amp; Transportation Advisory Committee Meeting Summaries</b>	43
	15	<b>Administrative Committee Meeting Summary</b>	47
<b><u>DISCUSSION</u></b>			
2:40	16	<b>Board Member Comments <i>(Chair)</i></b>	
2:45	17	<b>Chair Comments</b>	
2:50	18	<b>Adjournment <i>(Chair)</i></b>	



## Board of Directors Meeting Minutes - Draft

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 Papparazzo  
*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 its 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 Kaminskis 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 Kaminskis 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 Kaminkas 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

DRAFT



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

**Requested Action:**

Approve resolution R-26-18, adopting the July amendment to the CY 2026-2029 Transportation Improvement Program.

**Key Points:**

- There are 3 projects included in the July amendment to the CY 2026-2029 TIP. Please see the **Attachment** or the [Project Tracker](#) webpage for more details.
- This amendment would be added to the statewide TIP on or around 08/21/2026. Please see the **Supporting Information** for more details.

**AGENCY**

City of Spokane Valley  
 Spokane County  
 WSDOT EAST

**PROJECT**

S. Barker Rd. (Sprague to 8<sup>th</sup>)  
 Craig Road – Four Lakes Interchange Revision (**NEW**)  
 I-90/Thor St over I-90 – Bridge Repair (**NEW**)

**Board/Committee Discussions:**

The committees discussed and unanimously recommended Board approval of the July amendment at their June 2026 meeting.

**Public Involvement:**

The proposed July amendment was published for a public review and comment period from 06/15/26 through 06/24/26. On 06/15/2026, notice of the amendment was published in the Spokesman Review and posted on the SRTC website ([www.srtc.org](http://www.srtc.org)) and on social media platforms. There were no comments received for this cycle.

**Staff Contact:** Ben Kloskey, SRTC | [bkloskey@srtc.org](mailto:bkloskey@srtc.org) | 509.343.6370



## 2026-2029 Transportation Improvement Program

July Amendment (26-07)

Agency WA STIP ID#	Project Title Amendment Description	Funding Adjustment	
<b>City of Spokane Valley</b> WA-14701	<b>S. Barker Rd. (Sprague to 8<sup>th</sup>)</b>  Project being re-added to the TIP to expend remaining construction funds. Formerly titled "S. Barker Rd. ROW Acquisition." Construction of a three-lane urban section with bike lanes, sidewalks, and stormwater facilities with roundabouts added at 4 <sup>th</sup> and 8 <sup>th</sup> streets.	Federal (DEMO)	\$775,160
		State	\$0
		Local	\$120,980
		Total	\$896,140
<b>WSDOT EAST</b> F09020832	<b>I-90/Thor St over I-90 - Bridge Repair (NEW)</b>  New project being added to the TIP. Rehabilitating the deck of Bridge 90/568 on I-90.	Federal (NHPP)	\$3,788,706
		State (MVA)	\$91,073
		Local	\$0
		Total	\$3,879,779
<b>Spokane County</b> C3355	<b>Craig Road - Four Lakes Interchange Revision (NEW)</b>  New project being added to the TIP. Revision to I-90/Four Lakes interchange to improve access to the West Plains of Spokane County and relieve congestion on I-90.	Federal (Discretionary)	\$4,500,000
		State	\$0
		Local	\$702,312
		Total	\$5,202,312

DEMO-Congressionally directed spending | NHPP-National Highway Performance Program | MVA-Motor Vehicle Account | Discretionary-General federal funding



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

### 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 July 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 July amendment will be incorporated into the STIP on or around 08/21/2026.



## RESOLUTION

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

**R-26-18**

#### **ADOPTING THE CY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -**

**JULY 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 July 2026 amendment to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State, as documented in Memo 3b.

**ADOPTED: 07/09/2026**

**ATTEST**

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Anadia Grier  
SRTC  
Clerk of the Board

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



**VOUCHERS PAID FOR THE MONTH OF JUNE 2026**

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
6/10/26	V122987	Acranet	New staff background check	72.01
	V122988	Greater Sp Valley Chamber of Cor	Renew member dues 26/27	499.00
	V122989	Intermax Networks	VOIP telecom June 2026	253.23
	V122990	Cycrest Systems	Managed IT Services - Mnthly June; SaaS Security	1,406.24
	V122991	WA State Dept of Retirement	Employee and Employer Contributions: May 2026	10,739.58
	V122992	Jason Lien	JL travel reimburse for NACTO Conf Mnpls MN 5/12-15/26	783.30
	V122993	Washington Trust Bank	Software Subscrptns; Office supplies/equpt.; Virtual Mtg Subscrptn; Staff trc	4,925.03
	V122994	Diamond Parking Services	Acct parking for Board, Cmte, Staff mtg parking - May 2026	140.79
	V122995	Pacific Office Automation	Copier Lease/Usage May 2026	258.97
	V122996	Spokesman Review	Public Notice TIP Amendment	87.57
	V122997	EMLVO P.C.	May legal svcs: Review/analyze grant agrmnts, terms & cond's; Paulsen 2nd	700.00
	V122998	Kittelson & Associates	Economic Analysis Project thru 4/30/26 - Tasks 2, 4	1,247.22
6/12/26	V122999	WA State Dept of Retirement	Employee DCP payroll contributions: March PP12 2026	3,200.00
	V123000	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-12	710.00
6/19/26	V123001	WA State Auditors Office	2025 Federal & Financial Audit (#2)	13,192.85
	V123002	Comcast	Fiber Services, June 2026	261.80
	V123003	Michael Redlinger	MR travel reimburse APA WA Section Conf; Nordman ID 6/4/26	204.45
6/26/26	V123004	AWC Employee Benefit Trust	July '26 Benefit Insurance Premiums	11,760.00
	V123005	WA State Dept of Retirement	Employee DCP payroll contributions: March PP13 2026	3,200.00
	V123006	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2026-13	710.00
	V123007	Diamond Plaza LLC	Paulsen Center Suite 500/504 Lease for July 2026	6,118.30

<b>Vouchers: V122987 - V123007</b>	<b>60,470.34</b>
<b>Reimbursement(s)</b>	
<b>Salaries/Benefits</b> Pay Periods Ending: 6/6/26 & 6/20/26	<b>94,981.90</b>
<b>Spokane County Treasury</b> Monthly SCIP fee - May 2026	<b>28.98</b>
	<b>155,481.22</b>

As of 7/9/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the June 2026 vouchers included in the list in the amount of: **\$155,481.22**



**To:** SRTC Board of Directors  
**From:** Greg Griffin, Administrative Services Manager  
**Topic:** CY 2026 Q2 Budget Update

### **Requested Action:**

Approval of the CY 2026 Q2 Budget Report.

### **Key Points:**

- SRTC develops an annual budget outlining the anticipated revenues and expenditures for the upcoming year. SRTC reports on a cash basis, which provides a snapshot in time of the agency's revenues and expenditures.
- SRTC staff reports quarterly to the Board of Directors on revenue and expenditure for the preceding quarter and year-to-date.
- SRTC began CY 2026 with a cash balance of \$1,092,941 and ended the second quarter of 2026 with a balance of \$920,329. Cash balances are typically higher early in the calendar year due to an influx of member contributions, which are used throughout the year as matching funds for grants.
- The CY 2026 – Second Quarter Budget Report – Summary (**see attachment**) provides a comparison of the adopted CY 2026 budget and a summary for the Second Quarter (Q2) of actual 2026 revenues and expenditures, as well as a column showing 2025 year-to-date revenues/expenses for comparative purposes.
- See **Supporting Information** for additional details of the CY 2026 Second Quarter Budget Report.

### **Board/Committee Discussions:**

The CY 2026 Budget was approved by the Board on 10/09/25.

### **Public Involvement:**

All meetings at which the CY 2026 Budget and/or quarterly budget reports are presented to the Board are open to the public.

**Staff Contact:** Greg Griffin, SRTC | [ggriffin@srtc.org](mailto:ggriffin@srtc.org) | 509.343.6370

SRTC CY 2026 Q2 Budget Update through June 30, 2026

	CY 2026	CY 2026			CY 2025	CY 2026
		1st Qtr	2nd Qtr	Year-to-Date	Year-to-Date	% of Budget
<b>REVENUES</b>						
<b>SRTC Cash Balance 12/31/25</b>				<b>1,092,941</b>		
Consolidated Planning Grant(CPG-FHWA PL/FTA5303)-FFY26 allocation	1,137,122	135,841	-	135,841	336,881	12%
CPG carried forward prior year	128,219	128,219	-	128,219	144,321	100%
STBG Planning Funds	500,000	89,351	-	89,351	613,569	18%
Designated Grant - FHWA - Safety Education Campaign	194,000	-	-	-	-	0%
Designated Grant - STBG I-90 Study	160,000	-	-	-	-	0%
RTPO (State Planning Funds)	144,651	30,962	-	30,962	61,776	0%
Designated Grants (Commerce - ETS)	-	669,485	-	669,485	135,876	-
Designated Local Funds carried forward	32,466	-	-	-	-	0%
Local Member Contributions	281,762	280,362	-	280,362	278,736	100%
SRTC Cash reserve(suite 500 changes & contingency)	25,000	-	-	-	-	0%
Spokane County Treasury Interest	30,000	11,139	7,791	18,930	15,852	63%
Misc other revenue sources		12,570	8,721	21,292	35,844	-
<b>TOTAL REVENUES (Received in 2026)</b>	<b>2,633,220</b>	<b>1,357,928</b>	<b>16,512</b>	<b>1,374,440</b>	<b>1,622,854</b>	<b>92%</b>
<b>EXPENDITURES</b>						
<b>Personnel</b>						
Salaries	1,204,839	267,237	300,862	568,099	540,833	47%
Accrued Leave Payouts \ Unemployment	15,000	-	2,496	2,496	2,740	17%
FICA	93,318	20,613	23,399	44,012	40,846	47%
WA State Retirement System	98,000	16,073	15,733	31,807	48,548	32%
Insurance / Benefits	196,000	43,399	38,299	81,698	72,610	42%
<b>Total Personnel</b>	<b>1,607,157</b>	<b>347,322</b>	<b>380,789</b>	<b>728,111</b>	<b>705,577</b>	<b>45%</b>
<b>Contractual and Professional Services</b>						
Legal Services	25,000	2,800	1,875	4,675	4,400	19%
Consultants & Professional Svcs	10,000	63	395	458	579	5%
State Audit Charges	22,000	-	16,579	16,579	-	75%
Consultant Services & Strategic Plan	30,000	-	-	-	-	0%
Consultant Services & MTP Update / Econ. Analysis	50,000	6,906	3,644	10,550	-	21%
Consultant Services & TIP Database	17,378	-	-	-	-	0%
Consultant Services & Safety Edu Campaign	200,000	-	-	-	-	0%
Consultant Services & Interstate-90 Study	200,000	-	-	-	-	0%
Consultant Services & ITS update	75,000	-	-	-	-	0%
Consultant Services & Transprtation Funding Study	58,000	-	-	-	-	0%
Professional Services - ETS Grant Work	-	669,485	-	669,485	135,876	-
Other 2025 consultant services not in 2026		-	-	-	313,775	-
<b>Total Contractual and Professional Services</b>	<b>687,378</b>	<b>679,254</b>	<b>22,493</b>	<b>701,747</b>	<b>454,630</b>	<b>102%</b>
<b>Materials and Services</b>						
Publications	500	47	76	122	108	24%
Postage	400	-	-	-	97	0%
Operating Supplies	5,750	1,963	465	2,429	5,390	42%
Minor Furniture/Equipment	4,000	(785)	1,350	565	719	14%
Telephone	6,910	1,243	1,349	2,592	2,482	38%
Advertising	7,200	844	1,841	2,685	1,595	37%
Rent - Office Space	74,500	18,755	18,119	36,874	29,116	49%
Rent - Meeting Rooms	500	-	-	-	-	0%
Lease - Copier (and usage charges)	2,670	631	653	1,284	998	48%
Property and Liability Insurance	24,000	-	-	-	-	0%
Printing	4,000	639	112	752	7,383	19%
Interfund Charges County Treasurer (Fees)	5,110	88	89	177	4,579	3%
<b>Total Materials and Services</b>	<b>135,540</b>	<b>23,425</b>	<b>24,055</b>	<b>47,480</b>	<b>52,468</b>	<b>35%</b>
<b>Travel, Training, and Staff Development</b>						
Mileage & Parking	2,700	720	630	1,350	1,206	50%
Travel / Training (Staff)	42,700	4,543	10,415	14,958	14,853	35%
Annual Summit	5,000	-	-	-	-	0%
Board/Staff Retreats, Facilitators, Food	3,700	4	181	186	557	5%
Dues, Subscriptions, and Memberships	11,350	3,086	2,120	5,206	4,827	46%
<b>Total Travel, Training, and Staff Development</b>	<b>65,450</b>	<b>8,353</b>	<b>13,346</b>	<b>21,699</b>	<b>21,444</b>	<b>33%</b>
<b>IT Operations</b>						
IT Professional Svcs	36,300	4,853	4,636	9,489	12,006	26%
Software	44,020	22,737	12,570	35,307	28,457	80%
Hardware - New and Replacement; Repairs/Maint.	18,500	29	(1,350)	(1,321)	4,114	-7%
Online Services	13,875	2,284	2,258	4,541	3,799	33%
<b>Total IT Services</b>	<b>112,695</b>	<b>29,903</b>	<b>18,113</b>	<b>48,016</b>	<b>48,376</b>	<b>43%</b>
<b>Contingency</b>	<b>25,000</b>	-	-	-	-	-
<b>TOTAL EXPENDITURES (Paid in 2026)</b>	<b>2,633,220</b>	<b>1,088,257</b>	<b>458,796</b>	<b>1,547,054</b>	<b>1,282,495</b>	<b>59%</b>
<b>CASH BALANCE 6/30/26</b>				<b>920,328</b>	<b>897,419</b>	



## Topic: CY 2026 Q2 Budget Update

### Revenues:

- Through the second quarter (50% of Calendar Year) of CY 2026 (January - June), SRTC collected \$704,956; or 27% of the anticipated revenues for the year. The budget-to-actual revenue calculation of 27% does not include the \$669,485 ETS grant passed through to Avista for completed sites in 2025 Q4.
- Local Member Contributions through the end of June 30, 2026, are 99% of the budgeted amount.
- April and May 2026 grant reimbursements from WSDOT are delayed and anticipated to be received in the coming weeks following a major billing software upgrade at WSDOT.

### Expenditures:

Through the second quarter of CY 2026, SRTC spent \$877,569, or 33% of total anticipated expenditures for the year. The budget-to-actual expense calculation of 33% does not include the \$669,485 ETS grant passed through to Avista for completed sites in 2025 Q4. Budget categories are as follows:

- **Personnel Expenditures:** Total personnel expenditures are on track, totaling \$728,111 through Q2, or 45% of the CY 2026 budget amount.
- **Contractual and Professional Services:** Total services expenditures were \$32,262 year-to-date, or 36% of the total budget amount. Professional Services - ETS Grant Work is pass-through funding for the installation of charging stations throughout the region; was for 2025 Q4 and not budgeted in 2026. For budget tracking purposes, the \$669,485 ETS expenditure was omitted from the budget-to-actual calculation for this category.
- **Materials and Services:** Total materials and services expenditures were \$47,480 year-to-date, or 35% of the total budget amount. Property and Liability Insurance will be paid later in the year.
- **Travel, Training, and Staff Development (includes Subscriptions/Memberships):** Total expenditures were \$21,699 through Q2, or 33% of the total budgeted amount. It is anticipated that there will be increased travel and conference attendance in the remainder of this year.
- **IT Operations:** Total expenditures were \$48,016 through Q2, or 43% of the total budgeted amount. Software expense is a timing issue as ESRI/GIS 2026 subscription/maintenance was paid in Q1 and makes up approximately 50% of the 2026 Software budget.



**VOUCHERS PAID FOR THE MONTH OF DECEMBER 2025**

<u>Date</u>	<u>Voucher</u>	<u>Vendor</u>	<u>Description</u>	<u>Amount</u>
12/5/25	V122834	Diamond Plaza LLC	Office lease December 2025	5,916.00
	V122835	Cycrest Systems	Managed IT Services - Monthly Dec; SaaS Security	1,705.28
	V122836	Diamond Parking Services	Acct parking for Board, Cmte mtg parking - November 2025	149.00
	V122837	Spokesman Review	Public Notice for MTP Public meeting	112.69
	V122838	WA State Dept of Retirement	Employee and Employer Contributions: November 2025	10,162.44
	V122839	Intermax Networks	VOIP telecom Dec 2025	253.23
	V122840	Washingon Trust Bank	Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnrs/conf trvl	1,789.48
	V122841	EMLVO P.C.	November legal svcs: Board mtg	700.00
12/12/25	V122842	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-25	677.00
	V122843	WA State Dept of Retirement	Employee DCP payroll contributions: December PP25 2025	700.00
	V122844	ESRI	ArcGIS online credits block for subscription	523.68
	V122845	Kittelson & Associates	Economic Analysis Project 10/01/25-10/31/25	18,585.35
	V122846	The Woodshop LLC	Website maintenance/hosting/updates	489.86
	V122847	Vision Municipal Solutions	Vision Annual Software Support/Maintenance - Finance/Payroll modules	2,852.97
	V122848	Cycrest Systems	Windows11 updates; VOIP porting; Set-up new laptops	2,675.68
12/26/25	V122849	Comcast	Fiber Services, Jan 2026	261.80
	V122850	Savannah Creasey	SC Mileage reimburse for 5/16/25 to 12/12/25	137.53
	V122851	AWC Employee Benefit Trust	January '26 Benefit Insurance Premiums	12,290.62
	V122852	Rehn & Associates	Staff Payroll Deduction Health Ins Contributions: Pay Period 2025-26	427.00
	V122853	Lois Bollenback	LB Mileage reimburse for 6/21/25 to 12/12/25	154.35
	V122854	WA State Dept of Retirement	Employee DCP payroll contributions: December PP26 2025	700.00
	V122855	WA State Auditors Office	2024 Federal & Financial Audit (#4)	3,268.85
	V122856	Eve McMenamy	EM Mileage reimburse for 10/17/25	23.24
	V122857	Greg Griffin	GG Mileage reimburse for 12/4/25 to 12/5/25	20.30
	V122858	Jason Lien	JL Mileage reimburse for 2/24/25 to 10/7/25	66.08
12/31/25	V122859	Pacific Office Automation	Copier Lease/Usage November 2025	187.93
	V122860	Diamond Plaza LLC	Office lease January 2026	5,916.00
	V122861	Washingon Trust Bank	Softwr subscptns; Office splys/eqpt; Virtual mtg subscptn; staff regs; webnrs/conf trvl	7,364.68
	V122862	Minuteman Press	MTP summary printing	385.14
	V122863	Intermax Networks	VOIP telecom Dec 2025	124.29

<b>Vouchers:</b>	V122834 - V122863	78,620.47
<b>Reimbursement(s)</b>	AWC-EBAC for GG-EBAC fall meeting travel; GSI 2026 Summit	(11,664.55)
<b>Reimbursement(s) (Revised)</b>	AWC-EBAC for GG EBAC fall meeting travel	(236.90)
<b>Salaries/Benefits</b>	Pay Periods Ending: 12/06/25 & 12/20/25	91,585.67
<b>Spokane County Treasury</b>	Monthly SCIP fee - December 2025	23.70
		<b>169,992.94</b>

As of 7/9/26, the Spokane Regional Transportation Council Board of Directors approves the payment of the December 2025 vouchers included in the list in the amount of: ~~\$158,565.29~~ **\$169,992.94**



**To:** SRTC Board of Directors  
**From:** Greg Griffin, Administrative Services Manager  
**Topic:** Revised 2025 Q4 and 2026 Q1 Budget Updates

### Requested Action:

Approval of the Revised CY 2025 Quarter 4 and CY 2026 Quarter 1 Budget Reports.

### Key Points:

- SRTC develops an annual budget that outlines anticipated revenues and expenditures for the upcoming year. Because SRTC uses cash-basis accounting, the budget reports provide a snapshot of revenues received and expenditures paid during the reporting period.
- SRTC staff reports quarterly to the Board of Directors on revenue and expenditure for the preceding quarter and year-to-date.
- The Washington State Auditor's Office (SAO) recently completed the CY 2025 audit and determined that reimbursements received for items such as the Annual Summit (Transportation Summit - GSI Support) and PTV Travel Demand Software (Partner Agencies) should be recorded as revenue and used to offset the related expenses.
- The CY 2025-Q4 Revised Budget Report (**see Attachment**) reflects a \$11,428 increase in expenses for the Annual Summit (row 56) offsetting GSI reimbursement, which is now reported as revenue in accordance with the audit recommendation. The revised report also includes the December 2025 Spokane County Treasury interest (row 18 - \$3,017) and Treasury fee (row 51 - \$23), which were inadvertently omitted from the original report.
- The CY 2026-Q1 Revised Budget Report (**see Attachment**) reflects the \$11,428 in financial support received from GSI for the 2025 Annual Summit (row 18). Because the reimbursement was not received until February 2026, it is recorded as 2026 revenue rather than offsetting the 2025 Annual Summit expense.
- See **Supporting Information** for additional details of the CY 2026 First Quarter Budget Report.

### Board/Committee Discussions:

This is the first Board discussion of the Calendar Year 2026 Quarter 1 Budget Update. The CY 2026 Budget was approved by the Board on 10/09/25.

### Public Involvement:

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

**Staff Contact:** Greg Griffin, SRTC | [ggriffin@srtc.org](mailto:ggriffin@srtc.org) | 509.343.6370

SRTC CY 2025, Report through December 31, 2025 - REVISED

	CY 2025 Approved	CY 2025			Year-to-Date Revised	Change	CY 2024	CY 2025
		4th Qtr	Q-4 Revised	Year-to-Date			Year-to-Date	% of Budget
<b>REVENUES</b>								
<b>SRTC Cash Balance 12/31/24</b>				<b>557,060</b>	<b>557,060</b>			
FHWA PL (Fed Planning Funds) FY25 allocation	834,475	321,288	321,288	947,274	947,274	-	713,655	114%
FHWA PL (Fed Planning Funds) from prior yr	45,620	-	-	45,620	45,620	-	-	100%
FTA (Federal Section 5303 Funds) FY25 allocation	309,527	197,317	197,317	310,466	310,466	-	204,086	100%
FTA (Federal Section 5303 Funds) from prior yr	98,701	-	-	98,701	98,701	-	-	100%
STBG Planning Funds (+ STBG D.A.T.A. CY 2024)	500,000	-	-	629,585	629,585	-	500,869	126%
Designated Grant-SS4A Edu Grant (+SS4A Safety2024)	-	-	-	180	180	-	387,447	-
RTPO (State Planning Funds)	144,651	94,973	94,973	175,465	175,465	-	166,031	121%
V.M.T. (Vehicle Miles Traveled) Study Funds	95,000	-	-	122,150	122,150	-	-	129%
Designated Grants (Commerce - ETS)	1,300,000	-	-	722,118	722,118	-	629,536	56%
Local Member Contributions	280,192	-	-	278,736	278,736	-	276,299	99%
SRTC Cash reserve(suite 500 changes & contingency)	25,000	-	-	-	-	-	-	-
Spokane County Treasury Interest	30,000	8,044	11,061	34,414	37,429	3,017	30,237	125%
<b>TOTAL REVENUES (Received in 2025)</b>	<b>3,663,166</b>	<b>621,622</b>	<b>624,639</b>	<b>3,364,706</b>	<b>3,367,723</b>	<b>3,017</b>	<b>2,908,160</b>	<b>92%</b>
<b>EXPENDITURES</b>								
<b>Personnel</b>								
Salaries	1,194,875	296,599	296,599	1,089,932	1,089,932	-	1,105,058	91%
Accrued Leave Payouts \ Unemployment	15,000	-	-	2,740	2,740	-	89	18%
FICA	92,555	22,036	22,036	82,368	82,368	-	84,827	89%
WA State Retirement System	109,491	15,463	15,463	82,274	82,274	-	102,429	75%
Insurance / Benefits	203,440	41,635	41,635	152,185	152,185	-	153,109	75%
<b>Total Personnel</b>	<b>1,615,361</b>	<b>375,734</b>	<b>375,734</b>	<b>1,409,499</b>	<b>1,409,499</b>	<b>-</b>	<b>1,445,512</b>	<b>87%</b>
<b>Contractual and Professional Services</b>								
Legal Services	25,000	2,100	2,100	8,900	8,900	-	12,305	36%
Consultants & Professional Svcs	5,800	-	-	2,485	2,485	-	1,767	43%
State Audit Charges	22,000	27,750	27,750	27,959	27,959	-	19,741	127%
Consultant Services & MTP Update	222,500	29,615	29,615	289,533	289,533	-	235,510	130%
Consultant Services & TIP Database	16,550	-	-	18,043	18,043	-	15,750	109%
Consultant Services & Strategic Plan(D.A.T.A.2024)	30,000	-	-	-	-	-	176,813	-
SS4A Education	-	-	-	-	-	-	427,807	-
Professional Services - ETS Grant Work	1,300,000	-	-	722,118	722,118	-	629,536	56%
Consultant Services & V.M.T.	95,000	-	-	101,304	101,304	-	4,120	107%
<b>Total Contractual and Professional Services</b>	<b>1,716,850</b>	<b>59,465</b>	<b>59,465</b>	<b>1,170,342</b>	<b>1,170,342</b>	<b>-</b>	<b>1,523,348</b>	<b>68%</b>
<b>Materials and Services</b>								
Publications	500	94	94	267	267	-	302	53%
Postage	400	156	156	253	253	-	156	63%
Operating Supplies	7,000	(176)	(176)	6,496	6,496	-	3,202	93%
Minor Furniture/Equipment	5,150	867	867	4,185	4,185	-	799	81%
Telephone	4,980	931	931	4,845	4,845	-	4,387	97%
Advertising	5,550	596	596	2,627	2,627	-	1,611	47%
Rent - Office Space	68,000	17,748	17,748	64,612	64,612	-	68,695	95%
Rent - Meeting Rooms	500	-	-	-	-	-	-	-
Lease - Copier (and usage charges)	2,670	615	615	2,419	2,419	-	2,347	91%
Property and Liability Insurance	22,000	-	-	15,731	15,731	-	16,767	72%
Printing	8,000	-	-	7,762	7,762	-	427	97%
Interfund Charges County Treasurer (Fees)	5,110	49	72	4,714	4,738	23	4,405	93%
<b>Total Materials and Services</b>	<b>129,860</b>	<b>20,879</b>	<b>21,602</b>	<b>113,910</b>	<b>113,933</b>	<b>23</b>	<b>103,097</b>	<b>88%</b>
<b>Travel, Training, and Staff Development</b>								
Mileage & Parking	2,400	439	439	2,345	2,345	-	2,295	98%
Travel / Training (Staff)	42,700	6,655	5,980	28,952	28,952	-	17,642	68%
Annual Summit	5,000	727	12,155	1,905	13,333	11,428	-	267%
Board/Staff Retreats, Facilitators, Food	3,700	516	7,403	1,913	1,913	-	2,790	52%
Dues, Subscriptions, and Memberships	10,125	437	437	9,851	9,851	-	9,886	97%
<b>Total Travel, Training, and Staff Development</b>	<b>63,925</b>	<b>8,774</b>	<b>25,714</b>	<b>44,966</b>	<b>56,393</b>	<b>11,428</b>	<b>32,613</b>	<b>70%</b>
<b>IT Operations</b>								
IT Professional Svcs	36,300	7,774	12,289	25,768	25,768	-	52,272	71%
Software	44,020	5,938	5,938	33,456	33,456	-	39,602	76%
Hardware - New and Replacement; Repairs/Maint.	18,500	9,829	9,829	14,256	14,256	-	10,748	77%
Online Services	13,350	4,176	4,176	11,531	11,531	-	16,356	86%
<b>Total IT Services</b>	<b>112,170</b>	<b>27,717</b>	<b>32,232</b>	<b>85,011</b>	<b>85,011</b>	<b>-</b>	<b>118,978</b>	<b>76%</b>
<b>Contingency</b>	<b>25,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES (Paid in 2025)</b>	<b>3,663,166</b>	<b>492,569</b>	<b>514,748</b>	<b>2,823,727</b>	<b>2,835,178</b>	<b>11,451</b>	<b>3,223,548</b>	<b>77%</b>
<b>CASH BALANCE 12/31/25</b>				<b>1,098,038</b>	<b>1,089,605</b>	<b>(8,434)</b>	<b>556,526</b>	

SRTC CY 2026, Report through March 31, 2026 - REVISED

	CY 2026 Approved	CY 2026		CY 2025	CY 2026
		1st Qtr	Year-to-Date	Year-to-Date	% of Budget
<b>REVENUES</b>					
<b>SRTC Cash Balance 12/31/25</b>			<b>1,104,369</b>		
Consolidated Planning Grant(CPG-FHWA PL/FTA5303)-FFY26 allocation	1,137,122	135,841	135,841	364,542	12%
CPG carried forward prior year	128,219	128,219	128,219	-	100%
STBG Planning Funds	500,000	89,351	89,351	305,205	-
Designated Grant - FHWA - Safety Education Campaign	194,000	-	-	-	-
Designated Grant - STBG I-90 Study	160,000	-	-	-	-
RTPO (State Planning Funds)	144,651	30,962	30,962	61,101	21%
Designated Grants (Commerce - ETS)	-	669,485	669,485	135,876	-
Designated Local Funds carried forward	32,466	-	-	-	-
Local Member Contributions	281,762	280,362	280,362	278,736	99%
SRTC Cash reserve(suite 500 changes & contingency)	25,000	-	-	-	-
Spokane County Treasury Interest	30,000	12,282	12,282	7,915	41%
Misc other revenue sources	-	11,428	11,428	7,070	-
<b>TOTAL REVENUES (Received in 2026)</b>	<b>2,633,220</b>	<b>1,357,928</b>	<b>1,357,928</b>	<b>1,160,445</b>	<b>26%</b>
<b>EXPENDITURES</b>					
<b>Personnel</b>					
Salaries	1,204,839	267,237	267,237	252,729	22%
Accrued Leave Payouts \ Unemployment	15,000	-	-	1,199	0%
FICA	93,318	20,613	20,613	19,522	22%
WA State Retirement System	98,000	16,073	16,073	25,211	16%
Insurance / Benefits	196,000	43,399	43,399	36,095	22%
<b>Total Personnel</b>	<b>1,607,157</b>	<b>347,322</b>	<b>347,322</b>	<b>334,757</b>	<b>22%</b>
<b>Contractual and Professional Services</b>					
Legal Services	25,000	2,800	2,800	2,375	11%
Consultants & Professional Svcs	10,000	63	63	19	1%
State Audit Charges	22,000	-	-	-	0%
Consultant Services & Strategic Plan	30,000	-	-	-	0%
Consultant Services & MTP Update / Econ. Analysis	50,000	6,906	6,906	-	0%
Consultant Services & TIP Database	17,378	-	-	-	0%
Consultant Services & Safety Edu Campaign	200,000	-	-	-	0%
Consultant Services & Interstate-90 Study	200,000	-	-	-	0%
Consultant Services & ITS update	75,000	-	-	-	0%
Consultant Services & Transprtatn Funding Study	58,000	-	-	-	0%
Professional Services - ETS Grant Work	-	669,485	669,485	135,876	0%
Other 2025 consultant services not in 2026	-	-	-	111,932	-
<b>Total Contractual and Professional Services</b>	<b>687,378</b>	<b>679,254</b>	<b>679,254</b>	<b>250,201</b>	<b>1%</b>
<b>Materials and Services</b>					
Publications	500	47	47	43	9%
Postage	400	-	-	2	0%
Operating Supplies	5,750	1,963	1,963	4,496	34%
Minor Furniture/Equipment	4,000	(785)	(785)	406	-20%
Telephone	6,910	1,243	1,243	1,126	18%
Advertising	7,200	844	844	347	12%
Rent - Office Space	74,500	18,755	18,755	17,400	25%
Rent - Meeting Rooms	500	-	-	-	0%
Lease - Copier (and usage charges)	2,670	631	631	598	24%
Property and Liability Insurance	24,000	-	-	-	0%
Printing	4,000	639	639	617	16%
Interfund Charges County Treasurer (Fees)	5,110	88	88	56	2%
<b>Total Materials and Services</b>	<b>135,540</b>	<b>23,425</b>	<b>23,425</b>	<b>25,090</b>	<b>17%</b>
<b>Travel, Training, and Staff Development</b>					
Mileage & Parking	2,700	720	720	570	27%
Travel / Training (Staff)	42,700	4,543	4,543	4,153	11%
Annual Summit	5,000	-	-	-	0%
Board/Staff Retreats, Facilitators, Food	3,700	4	4	94	0%
Dues, Subscriptions, and Memberships	11,350	3,086	3,086	3,441	27%
<b>Total Travel, Training, and Staff Development</b>	<b>65,450</b>	<b>8,353</b>	<b>8,353</b>	<b>8,258</b>	<b>13%</b>
<b>IT Operations</b>					
IT Professional Svcs	36,300	4,853	4,853	6,677	13%
Software	44,020	22,737	22,737	20,785	52%
Hardware - New and Replacement; Repairs/Maint.	18,500	29	29	44	0%
Online Services	13,875	2,284	2,284	1,512	16%
<b>Total IT Services</b>	<b>112,695</b>	<b>29,903</b>	<b>29,903</b>	<b>29,017</b>	<b>27%</b>
<b>Contingency</b>	<b>25,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES (Paid in 2026)</b>	<b>2,633,220</b>	<b>1,088,257</b>	<b>1,088,257</b>	<b>647,323</b>	<b>16%</b>
<b>CASH BALANCE 3/31/26</b>			<b>1,362,613</b>	<b>1,070,182</b>	



**To:** SRTC Board of Directors  
**From:** Greg Griffin, Administrative Services Manager  
**Topic:** CY 2027 Member Contributions

### Requested Action:

No requested action. Information only.

### Key Points:

- Membership contributions (local funds) are an imperative part of the budget as they serve as the required match for federal grant funds as well as for the funding source for a small portion of the budget that are not grant eligible expenditures.
- SRTC member contributions are set using a per capita rate and based on population estimates provided by the Washington State Office of Financial Management (OFM), excepting STA, WSDOT, Kalispel and Spokane Tribes whose contributions are a fixed non-population-based amount. It is SRTC Board policy that Spokane County's annual member financial contribution mirrors that of the City of Spokane member contribution amount based on City of Spokane population.
- The current member financial contribution rate is \$0.30 per capita. STA, WSDOT & the Tribes have a set contribution rate.
- A draft CY 2026 budget reflecting these contributions will be presented to the Board at the monthly Board meeting in September.
- SRTC has also used contributions from members to sustain an operating reserve, as federal and state grants funds operate on a reimbursement basis.
- See the **Attachment** for additional details for the 2026 Member Financial Contributions.
- Once approved by the SRTC Board, notification will be provided to each member government for review and use in their respective budgeting process.

### Board/Committee Discussions:

This is the first time this topic has been discussed by the Board.

### Public Involvement:

All meetings of the Board and Committees are noticed and open to the public.

**Staff Contact:** Greg Griffin, SRTC | [ggriffin@srtc.org](mailto:ggriffin@srtc.org) | 509.343.6370

**2027 SRTC Member Contributions  
(DRAFT)**

Agency	April 1, 2025 OFM Population Estimate	2026 Contribution	April 1, 2026 OFM Population Estimate <sup>2</sup>	Population % increase from 2025	Population % of Total	2027 Contribution w/ new pop. Figures 3	Total Contribution % increase 2026 to 2027
Airway Heights	12,120	\$ 3,636	12,140	0.17%	2.13%	\$ 3,642	0.2%
Cheney	13,180	\$ 3,954	13,130	-0.38%	2.30%	\$ 3,939	-0.4%
Deer Park	5,135	\$ 1,541	5,565	8.37%	0.98%	\$ 1,670	8.4%
Fairfield	600	\$ 180	600	0.00%	0.11%	\$ 180	0.0%
Latah	185	\$ 56	185	0.00%	0.03%	\$ 56	0.0%
Liberty Lake	14,110	\$ 4,233	14,790	4.82%	2.59%	\$ 4,437	4.8%
Medical Lake	4,900	\$ 1,470	4,890	-0.20%	0.86%	\$ 1,467	-0.2%
Millwood	1,925	\$ 578	1,925	0.00%	0.34%	\$ 578	0.0%
Rockford	620	\$ 186	630	1.61%	0.11%	\$ 189	1.6%
Spangle	285	\$ 86	285	0.00%	0.05%	\$ 86	0.0%
Spokane <sup>1</sup>	234,700	\$ 70,410	235,900	0.51%	41.34%	\$ 70,770	0.5%
Spokane County <sup>1</sup>	167,915	\$ 70,410	169,635	1.02%	29.73%	\$ 70,770	0.5%
Spokane Valley	110,200	\$ 33,060	110,800	0.54%	19.42%	\$ 33,240	0.5%
Waverly	125	\$ 38	125	0.00%	0.02%	\$ 38	0.0%
<b>City and County Subtotal</b>	<b>566,000</b>	<b>\$ 189,838</b>	<b>570,600</b>	<b>0.81%</b>	<b>100%</b>	<b>\$ 191,062</b>	<b>0.6%</b>

Kalispel Tribe of Indians		1,400				1,400	-
Spokane Transit		58,706				58,706	0.0%
Spokane Tribe of Indians		1,400				1,400	-
WSDOT		30,418				30,418	0.0%
<b>Transportation Agency Subtotal</b>		<b>\$ 91,924</b>				<b>\$ 91,924</b>	<b>0.0%</b>

<b>GRAND TOTAL</b>		<b>\$ 281,762</b>				<b>\$ 282,986</b>	<b>0.4%</b>
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<sup>1</sup> The SRTC Board policy is for Spokane County contribution to match the City of Spokane contribution each year.

<sup>2</sup> Based on the State of Washington's Office of Financial Management's April 1, 2026 estimated population figures.

<sup>3</sup> Note that the Local Member contribution calculation is based on .30/capita



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

### **Requested Action:**

Approve resolution R-26-19, adopting the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan.

### **Key Points:**

- The [2026 update to the Coordinated Public Transit – Human Services Transportation Plan \(CPT-HSTP\)](#) has been in development since December 2025. The public comment period for the draft plan ran from May 26<sup>th</sup> to June 16<sup>th</sup>, and the final draft is now prepared.
- The CPT-HSTP is required at the federal and state level and is 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: 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 discussed the 2026 update to the CPT-HSTP at their February, May, and June 2026 meetings. At the June TTC and TAC meetings, the update was unanimously recommended for approval. The Board discussed the update at their March and June 2026 meetings.

### **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. No comments were received during the public comment period. For more information on outreach, view Appendix A in the plan draft, linked above.

**Staff Contact:** Ben Kloskey, SRTC | [bkloskey@srtc.org](mailto:bkloskey@srtc.org) | 509.343.6370



## **RESOLUTION**

### **of the BOARD OF DIRECTORS of the SPOKANE REGIONAL TRANSPORTATION COUNCIL R-26-19**

#### **ADOPTING THE 2026 UPDATE TO THE COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN**

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) 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 Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP); and

WHEREAS, the CPT-HSTP was developed under the direction of the SRTC Board to address gaps and identify strategies to improve human services public transportation traveling within and to the planning area of Spokane County; and

WHEREAS, the 2026 update of the CPT-HSTP was developed in consultation with Spokane Transit Authority (STA), local agency staff, other public transportation service providers, and with input from various groups and members of the general public; and

WHEREAS, the CPT-HSTP is updated on a four-year cycle, and is a requirement for federal and state funding programs to demonstrate that appropriate coordination has occurred in the development of regional projects and programs for human services transportation.

NOW THEREFORE, BE IT RESOLVED that the Board of the Spokane Regional Transportation Council adopts the 2026 update of the Coordinated Public Transit-Human Services Transportation Plan for Spokane County.

**ADOPTED: 07/09/2026**

#### **ATTEST**

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Anadia Grier  
SRTC  
Clerk of the Board

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



**To: SRTC Board of Directors**  
**From: Lois Bollenback, Executive Director**  
**Topic: Intermountain West Memo for BUILD America 250 Act**

### **Requested Action:**

None. For information and discussion.

### **Key Points:**

- The BUILD America 250 proposal was released by the U.S. House Transportation and Infrastructure Committee on May 18<sup>th</sup>, 2026. This transportation reauthorization bill spans a five-year period and totals approximately \$580 billion.
- Work also continues in the U.S. Senate Environmental & Public Works Committee to develop a reauthorization proposal.
- SRTC staff participates as members of a coalition of MPO's including representatives from Arizona, Colorado, Idaho, New Mexico, Nevada, Utah, and Washington. The Intermountain West MPO coalition provides a valuable forum for western MPOs to coordinate on policy, best practices and shared regional priorities.
- A draft memo has been proposed through the Intermountain West to express the collective positions of members on a variety of provisions in the BUILD America 250 as work continues in the U.S. House and Senate.
- Many of the positions outlined in this memo are consistent with positions previously adopted by SRTC. There are a few details, however, that have been newly introduced.
- Staff will lead a discussion regarding: 1) additional language regarding the Capital Investments Grants Program (CIG); 2) Additional investments in core formula funding; and 3) the inclusion of advanced appropriations for core transportation programs.

### **Board/Committee Discussions:**

Policy positions of the SRTC Board have been discussed previously as part of the development of the Unified List of Regional Transportation Projects and Policy Statements. This is the first discussion of a proposed memo from the Intermountain West MPO's.

### **Public Involvement:**

All SRTC meetings are open to the public.

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370

DRAFT FOR REVIEW JUNE 14, 2026

**TO:** [House T&I? Senate EPW?, etc.?]

**FROM:** Intermountain West Metropolitan Planning Organizations

**DATE:** July 10, 2026

**SUBJECT: Intermountain West MPO Perspectives on the BUILD America 250 Act**

Metropolitan Planning Organizations (MPOs) of the Intermountain West – Arizona, Colorado, Idaho, New Mexico, Nevada, Utah, and Washington – appreciate the leadership of the U.S. House Transportation and Infrastructure Committee in advancing the BUILD America 250 Act and laying the groundwork for the next federal surface transportation reauthorization bill. Our regions—including some of the nation’s fastest-growing metropolitan areas—rely on a strong federal-state-regional-local transportation partnership to maintain mobility, support economic competitiveness, and accommodate quality of life as our areas continue to grow. Overall we view the proposal as a strong foundation for reauthorization. The bill refines the framework established under recent transportation authorizations, preserving robust federal investment levels and advancing the valuable role that MPOs play in regional transportation planning and project development.

BUILD America 250 includes several provisions that are particularly beneficial to metropolitan regions. We would like to see the following important provisions prioritized and included in the subsequent Senate titles, and final version of the bill:

- Continued support for core formula programs that provide states and MPOs with predictable funding to address regional transportation needs.
- Increases to key MPO-administered programs, including Metropolitan Planning (PL) funds and the Surface Transportation Block Grant Program (STBG). A 22% increase over 5-years in PL is a meaningful start, but those gains are somewhat offset with inflationary impacts. PL funds are the core source of federal financial support for MPOs to conduct transportation planning and are the foundation of project delivery. If it doesn’t get planned, it doesn’t get built.
- Preservation and enhancement of local funding set-asides within the Bridge Investment Program, and the new Surface Transportation Assistance Grant (STAG) Program, ensuring that metropolitan regions and local governments continue to have direct access to transportation funding for projects that address community priorities and regional needs.
- Continuation of the Safe Streets and Roads for All (SS4A) program, which has provided valuable resources to local governments seeking to improve transportation safety and reduce roadway fatalities.
- Improvements to the Capital Investment Grant (CIG) program, including bipartisanly supported language offered by Representative Burgess Owens (UT) that would allow for the consideration of population growth and transit-oriented planning rate when fixed-guideway projects are evaluated in the Capital Investment Grant Program. This change recognizes the realities facing rapidly growing metropolitan areas throughout the

**DRAFT FOR REVIEW JUNE 14, 2026**

Intermountain West, and the opportunity to coordinate development and transit investment.

- Inclusion of project delivery and permitting reforms intended to streamline the efficiency of federal review processes. This is a critical theme of BA250 that provides greater predictability, reduces duplicative reviews, and accelerates project implementation while maintaining meaningful environmental stewardship, public involvement, and coordination with local and regional planning processes.

We encourage Congress to continue refining the proposal as reauthorization advances, and would ask that the following be considered:

- Additional investment in core formula programs remains warranted. Although the bill provides increases for programs such as PL and STBG, rapidly growing metropolitan regions continue to face transportation demands that outpace available resources. Greater investment in PL and STBG would provide MPOs, local governments, and states with the ability to address region-specific priorities while improving system performance and reliability.
- We remain concerned that the proposal does not meaningfully address the long-term structural challenges facing the Highway Trust Fund. While maintaining current funding levels provides near-term certainty, a sustainable revenue solution will ultimately be necessary to ensure the continued viability of the federal transportation program. We encourage Congress to examine highway formula funding fairness. Current apportionment methodologies continue to rely on outdated data that do not fully reflect the significant population growth experienced by many western states. Fast-growing regions are often required to accommodate substantial increases in travel demand before federal formula distributions fully recognize those changes. Reauthorization presents an opportunity to modernize funding formulas and better align federal investment with current population and transportation realities.
- We are monitoring the proposed Highway Block Grant Program and other provisions that could alter the distribution of federal transportation resources. While additional flexibility can be beneficial, any new funding structure should be carefully evaluated to ensure it preserves transparency, predictability, and equitable distribution among growing states and metropolitan regions.
- We encourage considering the inclusion of advance appropriations for core transportation programs. The use of advance appropriations in the IIJA provided valuable funding certainty and helped ensure that transportation agencies could effectively deliver major infrastructure investments. This is particularly important for transit programs, which would otherwise experience a substantial reduction from IIJA funding levels despite continued growth in demand and infrastructure needs across many metropolitan regions.

As Congress continues work on surface transportation reauthorization, the MPOs of the Intermountain West look forward to partnering with federal policymakers to strengthen the bill and ensure that transportation investments support the needs of rapidly growing communities. We appreciate the committee's efforts to preserve the core federal transportation program while

**DRAFT FOR REVIEW JUNE 14, 2026**

providing targeted improvements and look forward to continued dialogue on how best to position the nation's transportation system for the next generation of growth and opportunity.

Sincerely,

Community Planning Association of Southwest Idaho  
Denver Regional Council Of Governments  
Maricopa Association of Governments  
Mid Region Council of Governments  
Mountainland Association of Governments  
North Front Range Metropolitan Planning Organization  
Pikes Peak Area Council of Governments  
Pima Association of Governments  
Regional Transportation Commission of Southern Nevada  
Regional Transportation Commission of Washoe County  
Sacramento Area Council of Governments  
Spokane Regional Transportation Council  
Wasatch Front Regional Council



**To:** SRTC Board of Directors  
**From:** David Fletcher, Principal Transportation Planner  
**Topic:** SRTC Data Program Information

### **Requested Action:**

None. For information and discussion.

### **Key Points:**

- SRTC collects, develops, and manages a wide range of datasets and analytical products that support regional transportation planning efforts and decision-making.
- SRTC is currently developing a formal data program to provide an overall structure for these efforts, with the goal of improving efficiency and ensuring effective data collection, documentation, and tracking processes moving forward.
- The development and implementation of this data program—which includes clearly defining SRTC’s various data products, their update cycles, methodologies, intended uses, and management responsibilities—is included in Task 3 of the 2026–2027 Unified Planning Work Program.
- As part of the program development, SRTC staff will engage internal and external stakeholders to assess existing data products, identify gaps, and prioritize future data needs.

### **Board/Committee Discussions:**

This is the first time this item has been presented to the Board. The SRTC Technical and Advisory Committees received the presentation at their 06/24/2026 meetings.

### **Public Involvement:**

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

**Staff Contact:** David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** David Fletcher, Principal Transportation Planner  
**Topic:** Critical Urban and Rural Freight Corridors Update

### **Requested Action:**

None. For information and discussion.

### **Key Points:**

- WSDOT is updating the 2026 State Freight Investment Plan, which guides the use of National Highway Freight Program (NHFP) funds. As part of this effort, MPOs and RTPOs are being asked to review and update Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) designations within their regions.
- During the last update in 2022, WSDOT designated CUFC and CRFC mileage based on selected NHFP projects and distributed the remaining mileage among MPOs and RTPOs. Current CUFC and CRFC routes can be viewed on WSDOT's [Freight Transportation System Map](#).
- Due to mileage cap established by the Bipartisan Infrastructure Law, all available CUFC mileage in Washington has been designated. Approximately 124 miles of CRFC mileage remain available statewide.
- For the 2026 Freight Plan update, WSDOT will revise CUFC/CRFC designations to ensure selected NHFP projects are located on the National Highway Freight Network (NHFN).
- WSDOT is requesting the following input from MPOs and RTPOs:
  - Proposed CUFC and CRFC de-designations for segments where the associated project is complete, no longer advancing, or no longer seeking funding.
  - Proposed new CUFC designations for segments associated with projects expected to pursue federal freight funding (e.g., INFRA) within the next four years. Availability will depend on mileage freed through de-designations.
  - Proposed new CRFC designations for segments associated with projects expected to pursue federal freight funding within the next four years (up to 7 miles per MPO/RTPO).
- Proposed CUFC and CRFC updates must be submitted by SRTC to the WSDOT Rail, Freight, and Ports Division by 08/10/2026.

### **Board/Committee Discussions:**

This is the first time this item has been presented to the Board. The SRTC Technical and Advisory Committees received the presentation at their 06/24/2026 meetings.

### **Public Involvement:**

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

**Staff Contact:** David Fletcher, SRTC | [dfletcher@srtc.org](mailto:dfletcher@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Ben Kloskey, Associate Transportation Planner II  
**Topic:** Transportation Improvement Program (TIP) Annual Obligation Report

### **Requested Action:**

None. For information and discussion.

### **Key Points:**

- The Transportation Improvement Program (TIP) is a program of regional transportation projects planned for the next four years. The purpose of the TIP is to demonstrate that available resources are being used to implement the region's long-range transportation plan, in this case, Horizon 2050.
- Every Spring, SRTC produces an [Annual Obligation Report](#), which details the projects that obligated federal transportation funds in the previous calendar year.
- SRTC obligated \$35 million in federal funds in calendar year 2025. Previous year total obligation amounts are listed below:
  - 2024: \$51 million.
  - 2023: \$62 million.
  - 2022: \$49 million.
  - 2021: \$44 million.
- The total amount obligated in 2025 was significantly lower than previous years, due in large part to a much smaller WSDOT paving program.

### **Board/Committee Discussions:**

The committees discussed the TIP Annual Obligation Report at their June 2026 meeting. This is the first discussion on this topic with the Board in 2026.

### **Public Involvement:**

The TIP goes through monthly public comment periods when there are amendments. The yearly TIP document also has a formal comment period and open house every Fall. All SRTC Board and committee meetings are open to the public.

**Staff Contact:** Ben Kloskey, SRTC | [bkloskey@srtc.org](mailto:bkloskey@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Angela Paparazzo, Associate Transportation Planner I  
**Topic:** Bicycle Level of Traffic Stress Update

### **Requested Action:**

None. For information and discussion.

### **Key Points:**

- Updating the Bicycle Level of Traffic Stress (LTS) ratings is an activity included in the current SRTC Unified Planning Work Program.
- The intent of analyzing LTS is to provide a useful data point in understanding the function of, and barriers on, the Regional Bicycle Priority Network in Horizon 2050.
- The update to the LTS analysis builds on the LTS update that SRTC previously completed in 2023. With the adoption of Horizon 2050, it is time to revisit and update that analysis.
- LTS utilizes several factors - through-lanes, speeds, traffic volumes, presence of parking, shoulder or bike facility width - to determine the level of stress a rider may experience while cycling along a particular route.
- SRTC's analytical approach is to:
  - Use the Horizon 2050 Regional Bicycle Priority Network as the input network layer.
  - Update a GIS database of relevant factors to calculate LTS in accordance with the LTS 1-4 grading system developed by the Mineta Transportation Institute. This approach reflects how WSDOT measures LTS on its facilities.
- The project is expected to be completed by the end of this year.

### **Board/Committee Discussions:**

This is the first time this item is being presented to the Board.

### **Public Involvement:**

All SRTC meetings are open to the public.

**Staff Contact:** Angela Paparazzo | [apaparazzo@srtc.org](mailto:apaparazzo@srtc.org) | 509.343.6370



**To:** SRTC Board of Directors  
**From:** Greg Griffin, Administrative Services Manager  
**Topic:** CY 2026 Budget Amendment

### **Requested Action:**

None. For information and discussion.

### **Key Points:**

- Three primary changes require an amendment of SRTC's CY 2026 Budget:
  1. The ETS grant project rolled forward from 2025 Q4, increasing both the Revenues & Expenses by \$669,485.
  2. Recommendations from the recent audit require recognition of GSI & PTV (software) reimbursements as revenue rather than netting expenses. This increased revenues by \$35,000 and is also reflected the expenses for the Annual Summit and in Software.
  3. Changes in the project cost and timing of two planning projects, the ITS update and Transportation Funding Study.
- An adjustment is proposed to reflect the carry forward of funding available in 2026.
- Several other minor adjustments are also being made to provide for more accurate budget tracking over the remainder of the calendar year (delay in a data acquisition, addition of WA software maintenance sales tax, addition of office furniture, and a reduction in insurance).
- The draft 2026 Budget Amendment is shown in the Attachment.

### **Board/Committee Discussions:**

The CY 2026 Budget was approved by the Board on 10/9/25. This 2026 Budget Amendment was reviewed and approved at the meeting of the Board Administrative Committee on 6/26/26. This is the first Board discussion of the 2026 budget amendment.

### **Public Involvement:**

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

**Staff Contact:** Greg Griffin, SRTC | [ggriffin@srtc.org](mailto:ggriffin@srtc.org) | 509.343.6370

**SRTC CY 2026 Budget Summary - Amendment-1 (Draft)**

	CY 2026	Amendment #1	\$\$\$ change	% change
<b>REVENUES</b>				
Consolidated Planning Grant (CPG) (FHWA PL/FTA 5303)-FFY26	1,137,122	1,137,122	-	
CPG carried forward prior year	128,219	151,989	23,770	18.5%
STBG Planning Funds	500,000	500,000	-	
Designated Grant - FHWA - Safety Education Campaign	194,000	194,000	-	
Designated Grant - STBG I-90 Study	160,000	160,000	-	
RTPO (State Planning Funds)	144,651	144,651	-	
Designated Grants (WA Dept Commerce - ETS)	-	669,485	669,485	
Designated Local Funds carried forward (ITS Architecture)	32,466	32,466	-	
Local Member Contributions	281,762	281,762	-	
SRTC Cash Reserve (Contingency & Balance Bgt)	25,000	25,000	-	
Spokane County Treasury Interest	30,000	30,000	-	
Misc other revenue sources (Rebates, GSI Summit, PTV partner)	-	35,000	35,000	
<b>TOTAL REVENUES</b>	<b>\$2,633,220</b>	<b>\$3,361,475</b>	<b>728,255</b>	<b>27.7%</b>
<b>EXPENDITURES</b>				
<b>Personnel</b>				
Salaries	1,204,839	1,204,839	-	0.0%
Accrued Vacation Payouts \ Unemployment	15,000	15,000	-	0.0%
FICA	93,318	93,318	-	0.0%
WA State Retirement System	98,000	98,000	-	0.0%
Insurance/Benefits	196,000	196,000	-	0.0%
<b>Total Personnel</b>	<b>\$1,607,156</b>	<b>\$1,607,156</b>	<b>-</b>	<b>0.0%</b>
<b>Contractual and Professional Services</b>				
Legal Services	25,000	25,000	-	0.0%
Consultant & Prof Svcs	10,000	5,000	(5,000)	-50.0%
State Audit Charges	22,000	22,000	-	0.0%
Consultant Services & Strategic Plan	30,000	30,000	-	0.0%
Consultant Services & MTP update / Economic Analysis	50,000	50,000	-	0.0%
Consultant Services & TIP Database	17,378	18,948	1,570	9.0%
Consultant Services & Safety Education Campaign	200,000	200,000	-	0.0%
Consultant Services & Interstate -90 Study	200,000	200,000	-	0.0%
Consultant Services & ITS update	75,000	60,000	(15,000)	-20.0%
Consultant Services & Transportation Funding Study	58,000	120,000	62,000	106.9%
Professional Services - ETS Grant Work	-	669,485	669,485	-
<b>Total Contractual and Professional Services</b>	<b>\$687,378</b>	<b>\$1,400,433</b>	<b>713,055</b>	<b>103.7%</b>
<b>Materials and Services</b>				
Publications	500	500	-	0.0%
Postage	400	400	-	0.0%
Operating Supplies	5,750	5,750	-	0.0%
Minor Furniture/Equipment/Rebranding	4,000	7,000	3,000	75.0%
Telephone	6,910	6,910	-	0.0%
Advertising	7,200	7,200	-	0.0%
Rent - Office Space	74,500	74,500	-	0.0%
Rent - Meeting Rooms	500	500	-	0.0%
Lease - Copier (and usage charges)	2,670	2,670	-	0.0%
Property and Liability Insurance	24,000	17,500	(6,500)	-27.1%
Printing	4,000	4,000	-	0.0%
Interfund Charges County Treasurer (Fees)	5,110	5,110	-	0.0%
<b>Total Materials and Services</b>	<b>\$135,540</b>	<b>\$132,040</b>	<b>(3,500)</b>	<b>-2.6%</b>
<b>Travel, Training, and Staff Development</b>				
Mileage & Parking	2,700	2,700	-	0.0%
Travel / Training (Staff)	42,700	42,700	-	0.0%
Annual Summit / Guest Speakers	5,000	15,000	10,000	200.0%
Board/Staff Retreats, Facilitators, Refreshment	3,700	3,700	-	0.0%
Dues, Subscriptions, and Memberships	11,350	11,350	-	0.0%
<b>Total Travel, Training, and Staff Development</b>	<b>\$65,450</b>	<b>\$75,450</b>	<b>10,000</b>	<b>15.3%</b>
<b>IT Operations</b>				
IT Professional Services	36,300	36,300	-	0.0%
Software	44,020	52,720	8,700	19.8%
Hardware - New, Replacement, Repairs & Maintenance	18,500	18,500	-	0.0%
Online Services	13,875	13,875	-	0.0%
<b>Total IT Services</b>	<b>112,695</b>	<b>121,395</b>	<b>8,700</b>	<b>7.7%</b>
<b>Contingency</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES</b>	<b>\$2,633,220</b>	<b>\$3,361,475</b>	<b>728,255</b>	<b>27.7%</b>



**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**

- SRTC staff participated in a tour (6/11/2026) and presented to the FMSIB Board (5/12/2026) during a recent visit to Spokane. Staff also hosted an information booth at the Summer Parkways Event (6/16/2026) and a Juneteenth Event (6/20/2026).

**Transportation Funding – Awards & Opportunities**

Grant Program	Close Date	Available Funding	Agency
Nationally Significant Multimodal Freight and Highways Projects (INFRA)	Track 1: July 1, 2026 Track 2: July 15, 2026	\$626.7 million	USDOT
Building Resilient Infrastructure and Communities (BRIC)	July 23, 2026	\$ 1 billion (FY 2024 & 2025)	DHS-FEMA

**Staff Contact:** Lois Bollenback, SRTC | [lbollenback@srtc.org](mailto:lbollenback@srtc.org) | 509.343.6370



## Transportation Technical Committee 06/24/2026

### **ACTION ITEMS**

#### **CONSENT AGENDA**

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

**Mr. Wagemann made a motion to approve the Consent Agenda as presented. Mr. Picanco seconded the motion. The motion was passed unanimously.**

#### **COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (CPT-HSTP) - FINAL DRAFT**

Mr. Kloskey presented the final draft of the 2026 Coordinated Public Transit–Human Services Transportation Plan (CPT-HSTP), highlighting the planning process, public outreach efforts, and updates made since the 2022 plan, including expanded community input, area profiles, and refined strategies and priorities.

**Mr. Clark made a motion to recommend the Final Draft of the Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) as presented. Mr. Greene seconded the motion. The motion was passed unanimously.**

### **INFORMATION AND DISCUSSION ITEMS**

#### **GUEST PRESENTATION: NORTH SPOKANE CORRIDOR (NSC) UPDATE**

Ms. Robyn Lashbrook and Ms. Alex Proszek provided an update on the North Spokane Corridor, highlighting recent construction milestones, ongoing work, future project phases, and community-informed design features. The Trent Avenue segment is currently anticipated to open in June 2029. They also discussed implementing a new state law authorizing WSDOT to lease select surplus corridor properties to nonprofit organizations for community development, with lease revenue supporting future corridor maintenance.

#### **SRTC DATA PROGRAM DEVELOPMENT**

Mr. Fletcher presented SRTC's Data Program Development initiative, which will establish a structured framework for managing the agency's data resources through a comprehensive inventory, standardized workflows, data governance, and prioritization of future data needs. In response to a question, he explained that the initiative builds on SRTC's previous data project by providing a long-term framework for maintaining and managing the agency's growing data resources.

#### **CRITICAL URBAN AND RURAL FREIGHT CORRIDORS UPDATE**

Mr. Fletcher provided an update on the review of Critical Urban and Rural Freight Corridor designations, outlining the eligibility criteria, federal mileage limitations, and SRTC's proposed prioritization process for submitting candidate corridors to WSDOT. Committee members discussed the timeline for providing additional corridor suggestions. They received an update on the National Highway Freight Program project selection process, with the draft State Freight Plan expected to be released in August.

#### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL OBLIGATION REPORT**

Mr. Kloskey presented the annual Transportation Improvement Program (TIP) Obligation Report, summarizing 2025 federal funding obligations and projected 2026 obligations, noting that SRTC is currently expected to exceed its annual managed obligation target. He noted that while

obligation totals vary from year to year, current projections indicate approximately \$81.3 million in total federal transportation funding could be obligated in 2026 if projects proceed as planned.

#### **BIKE LEVEL OF TRAFFIC STRESS UPDATE**

Ms. Paparazzo presented an update on SRTC's Bicycle Level of Traffic Stress analysis, which will use updated GIS data and WSDOT guidance to identify bicycle safety and comfort gaps and support future active transportation planning and investment decisions. During discussion, Mr. Jackson encouraged staff to verify the underlying GIS data and offered the City of Spokane Valley's GIS information to support the analysis.

#### **AGENCY UPDATE AND FUTURE ITEMS**

Mr. Fletcher announced that the Technical Transportation Committee will not meet in July unless action on an essential item is required, highlighted an upcoming Spokane Transit Authority presentation on Proposition 1 for the TAC and Board meetings, and introduced SRTC's new Communications and Public Relations Coordinator, Bailee Petersen.



## Transportation Advisory Committee 06/24/2026

### **ACTION ITEMS**

#### **CONSENT AGENDA**

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

**Mr. Barber made a motion to approve the Consent Agenda as presented. Mr. Hansen seconded the motion. The motion was passed unanimously.**

#### **COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (CPT-HSTP) - FINAL DRAFT**

Mr. Kloskey presented the final draft of the 2026 Coordinated Public Transit–Human Services Transportation Plan (CPT-HSTP), highlighting the extensive public outreach that informed the update, expanded area profiles, and increased emphasis on maintaining existing transportation services while improving outreach to rural communities, older adults, and individuals with specialized transportation needs.

**Mr. Braaten made a motion to recommend the approval of the 2026 update to the Coordinated Public Transit – Human Services Transportation Plan. Ms. Melby seconded the motion. The motion was passed unanimously.**

### **INFORMATION AND DISCUSSION ITEMS**

#### **GUEST PRESENTATION: NORTH SPOKANE CORRIDOR (NSC) UPDATE**

Ms. Robyn Lashbrook and Ms. Alex Proszek presented an update on the North Spokane Corridor, highlighting ongoing construction, design progress, and future phases, with the Spokane River Crossing expected to be completed this fall, the Trent interchange anticipated to open in summer 2029, and the full corridor projected for completion in the early 2030s. They also discussed project design features, multimodal improvements, public outreach efforts, and responded to questions regarding funding, construction coordination, trail connections, and future use of surplus property.

#### **SRTC DATA PROGRAM DEVELOPMENT**

Mr. Fletcher presented an overview of SRTC's Data Program Development initiative, which will establish a formal framework for managing the agency's data products, improving data consistency, accessibility, and long-term maintenance. He noted that the initiative includes creating a comprehensive data inventory, developing a data management framework, and identifying future data needs to better support regional planning, member agencies, and public access through SRTC's Regional Data Hub.

#### **CRITICAL URBAN AND RURAL FREIGHT CORRIDORS UPDATE**

Mr. Fletcher presented an overview of WSDOT's update process for Critical Urban and Rural Freight Corridors, explaining that SRTC is reviewing and nominating eligible corridors to maintain eligibility for federal freight funding for regional priority projects. He noted that staff plans to submit the SRTC Board's previously approved freight priority project list, along with any additional eligible corridors identified by member agencies, to WSDOT for consideration.

#### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ANNUAL OBLIGATION REPORT**

Mr. Kloskey presented the annual Transportation Improvement Program (TIP) Obligation Report, which summarized recent federal transportation funding obligations and de-obligations,

reviewed funding trends by program, and projected obligations for 2026. He noted that SRTC-managed projects are projected to obligate approximately \$16.8 million in 2026, exceeding the agency's annual obligation target of \$14.5 million.

#### **BIKE LEVEL OF TRAFFIC STRESS UPDATE**

Ms. Paparazzo presented an overview of SRTC's Bicycle Level of Traffic Stress (LTS) Analysis update, explaining that the analysis will update bicycle comfort and safety ratings for the Regional Bicycle Priority Network to reflect Horizon 2050 and recent network changes. She noted that the updated analysis will help identify gaps in the regional bicycle network, inform future infrastructure investments, and support safer, more accessible bicycle travel throughout the region.

#### **GUEST PRESENTATION: SPOKANE TRANSIT AUTHORITY (STA) PROPOSITION 1**

Ms. Emily Poole presented an overview of Spokane Transit Authority's Proposition 1, explaining that the August ballot measure would renew the existing 0.2% supplemental sales tax through 2048 to maintain expanded transit service and support implementation of STA's Connect 2035 strategic plan. She also outlined the accomplishments of the current STA Moving Forward plan, proposed future investments, and the potential service reductions and funding impacts if the measure is not approved.

#### **AGENCY UPDATE AND FUTURE ITEMS**

Mr. Kloskey reminded committee members that SRTC's annual summer meeting recess means there will be no committee meetings in July, with regular meetings resuming in August. He also introduced Bailee Petersen as SRTC's new Communications and Public Relations Coordinator and welcomed her to the agency.



## Administrative Committee 06/26/2026

### **FOR REVIEW AND DISCUSSION**

#### **CALENDAR YEAR (CY) 2025 AUDIT**

Mr. Griffin presented the Calendar Year 2025 annual audit Exit Recommendations, including proposed policy updates related to credit card expenditures for meals, refreshments, and employee recognition, as well as recommendations to strengthen documentation and internal controls. He also reviewed planned revisions to financial reporting and budget documents to address recommendations on the financial statement preparation and grant-matching requirements. These require amendments to the 2026 budget and various quarterly updates.

#### **CY 2026 BUDGET AMENDMENT**

Ms. Bollenback presented the proposed Calendar Year 2026 budget amendment, which includes recognizing roll-forward revenues and expenses, recording reimbursements in accordance with audit recommendations, adjusting software maintenance costs to reflect state sales tax, and updating various budget line items to reflect anticipated expenditures.

**Council Member Haley made a motion to approve this item to be presented to the full Board. Council Member Harnois seconded. The motion passed unanimously.**

#### **CY 2027 BUDGET DEVELOPMENT**

Four documents were reviewed in support of budget development. Ms. Bollenback reviewed the proposed Calendar Year 2027 member contributions and the annual budget development process. Ms. McMenamy presented the proposed Calendar Year 2026/2027 Budget Summary Comparison and detailed Calendar Year 2027 Line-Item Budget, highlighting key revenue and expenditure assumptions. Mr. Griffin presented the draft Five-Year Budget Forecast, which outlines the agency's long-term financial outlook. The Administrative Committee had no further questions regarding budget development and indicated that the proposed CY 2027 budget can be presented to the full SRTC Board for review.

#### **MEMBER COMMENTS**

Ms. Bollenback informed the committee that staff will bring forward additional policy updates, including audit-related policies, at a future meeting. She also initiated a discussion regarding the Executive Director evaluation process, and Chair Kaminskas indicated she was satisfied with the current approach, and the committee expressed no interest in revisiting the evaluation process at this time.