Spokane Regional Transportation Council

TAC MEETING 08/26/2026
CONSENT AGENDA

AGENDA ITEM 3a

Transportation Advisory Committee Meeting Minutes

Wednesday, June 24, 2025– 3:00 pm

1 Call to Order/ Excused Absences

Mr. Ankney called the meeting to order at 3:00 pm, and attendance was taken.

Excused Absence: David Eash, Carlie Hoffman, Paul Vose, Ann Winkler, Kim Zentz

In attendance were:

Committee Members:
Mike Ankney (Chair)
Jared Aranda
John Barber (Vice Chair)
Derrick Braaten
Raychel Callary
John Griffin
Anna Gyure Havlek
Charles Hansen
Katie Melby

Guests:
Robyn Lashbrook
WSDOT-ER
Alex Proszek
WSDOT-ER
Emily Poole
STA
Rachel Turcotte
KHQ

Absent Members:
Monica Harwood Duncan

Staff:
Lois Bollenabck
Executive Director
Eve McMenamy
Deputy Executive Director
Bailee Petersen
Comms. & PR Coor.
Anadia Grier
Admin-Executive Coor.
Jason Lien
Transp. Planning Manager
David Fletcher
Principal Transp. Planner
Ryan Stewart
Principal Transp. Planner
Michael Redlinger
Associate Transp. Planner 3
Ben Kloskey
Associate Transp. Planner 2
Angela Paparazzo
Associate Transp. Planner 1

Before proceeding with the agenda items, Mr. Ankney reminded members that an amended agenda and packet had been distributed the previous day. The amendment added one agenda item: a presentation from Spokane Transit Authority (STA) regarding Proposition 1, which was scheduled as the final presentation on the agenda.

 # 2 Public Comments
There were no public comments.

Member Comments
There were no member comments.

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

ACTION ITEMS

 # 3 Consent Agenda

a. May TAC Meeting Minutes
b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – July 2026

Mr. Barber made a motion to the consent as presented. Mr. Hansen seconded the motion. The motion passed unanimously.

 # 4 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) and requested the committee recommend Board approval. He explained that the plan, which is updated every four years, identifies transportation service gaps throughout Spokane County, supports eligibility for federal funding opportunities, and raises awareness of available transportation services.

Mr. Kloskey reviewed the seven-month planning process, which began in December 2025 and included stakeholder meetings, a public survey, an open house, community events, and a formal public comment period. He emphasized that community input played a central role in shaping the plan and noted that, unlike previous versions, relevant public feedback is incorporated throughout the document to better connect community-identified needs with each topic discussed.

He also highlighted several updates from the 2022 plan, including new area profiles that recognize the differing transportation needs across Spokane County based on geographic and demographic characteristics. The plan also renews its emphasis on maintaining existing transportation services while expanding in-person outreach efforts to better engage rural communities, older adults, and individuals with specialized transportation needs.

The committee recommended Board approval of the 2026 Coordinated Public Transit Human Services Transportation Plan.

There were no questions or comments.

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

 # 5 Guest Presentation: North Spokane Corridor Update

Ms. Lashbrook and Ms. Proszek, Project Engineers with WSDOT, presented an update on the North Spokane Corridor (NSC), providing an overview of the project's purpose, current construction progress, future phases, and anticipated timeline. They explained that the 10-mile limited-access corridor is designed to improve regional mobility by reducing travel time between Wandermere and Interstate 90, improving freight movement, reducing congestion, supporting economic development, and expanding multimodal connectivity through the Children of the Sun Trail.

The presenters reviewed current construction activities, noting that the Spokane River Crossing project is expected to be completed this fall, Stage 2 construction at the Trent interchange began this week, and Stage 3 bridge construction is progressing rapidly with bridge deck work expected to begin soon. They also described the ongoing design of the I-90 connection, which includes 13 vehicular bridges, three pedestrian bridges, and additional improvements between Hamilton Street and Appleway Avenue. Based on the current schedule, the Trent interchange is anticipated to open in summer 2029, with the full corridor expected to be completed in the early 2030s.

Ms. Lashbrook highlighted several design features that were influenced by public input, including ADA-accessible pedestrian bridges with covered roofs, curvilinear ramps where space allows, bicycle runnels on stairways, and more open bridge and interchange designs. She explained that community members also participated in selecting several design elements, including roof colors and preferred bridge configurations.

Mr. Ankney asked whether the portion of the North Spokane Corridor under construction would connect to the community college. Ms. Lashbrook confirmed that Stage 2 will extend the road to Alki Avenue, where it will connect with the existing network and include a roundabout at the Trent interchange.

Mr. Ankney also asked whether funding for the remaining project phases had been secured. Ms. Lashbrook responded that funding is currently in place but acknowledged that future legislative sessions could affect funding levels. In response to additional questions from Mr. Ankney regarding contracting requirements, she confirmed that project labor agreements and apprenticeship utilization requirements are included in the project.

Mr. Kloskey asked how the Liberty Park Land Bridge project would coordinate with the North Spokane Corridor. Ms. Lashbrook explained that both projects are currently in design and that construction schedules will be coordinated as development progresses.
Mr. Barber requested clarification on when the corridor would open to the Trent interchange. Ms. Lashbrook stated that, based on the contractor's preliminary schedule, the connection is expected to open in summer 2029.

Mr. Braaten asked about the length of the ADA-accessible pedestrian bridge ramps. Ms. Lashbrook explained that the bridges are approximately 20 to 25 feet above grade and require several hundred feet of ramp length to meet accessibility standards. Mr. Braaten commented that the project had been a long time coming and expressed appreciation for the progress being made.

Mr. Aranda asked how bicycle and pedestrian traffic would be accommodated along Altamont Street. Ms. Lashbrook explained that the existing sidewalks would be replaced with a wider shared-use path on one side of the roadway because right-of-way constraints prevent widening the street further. Mr. Aranda also asked about the widening of Interstate 90 shown in the project visualization. Ms. Proszek explained that the Havana interchange bridge is being replaced to accommodate additional lanes and improve connections between Interstate 90, the North Spokane Corridor, and surrounding city streets.

Mr. Griffin asked whether the Children of the Sun Trail would ultimately connect with existing pedestrian facilities. Ms. Lashbrook confirmed that the completed trail will continue south, cross on a new bridge, and connect to the existing trail network.

Ms. Gyure Havlek requested clarification regarding the buried structure connecting to Second Avenue. Ms. Lashbrook explained that the design team selected a buried structure instead of a bridge because it was more cost-effective given the roadway geometry.

Mr. Ankney asked whether planned residential development near Carnahan had been considered in the project design. Ms. Lashbrook responded that the project remains within existing right-of-way and accounts for surrounding development. He also asked about the anticipated completion of the entire corridor. Ms. Lashbrook stated that completion is expected in the early 2030s, while Ms. Proszek noted that the remaining construction contracts are anticipated to be advertised throughout next year.

Ms. Melby asked how WSDOT plans to communicate upcoming traffic changes during construction. Ms. Lashbrook explained that WSDOT has conducted public outreach throughout project development and will continue providing information on traffic control, construction staging, and ramp closures as work progresses.

Mr. Aranda asked about the future use of surplus property acquired for the project. Ms.

Lashbrook explained that, under Senate Bill 5853, WSDOT will lease surplus land to community-based nonprofit organizations or the Department of Commerce following construction. Revenue generated from those leases will be dedicated to maintaining the North Spokane Corridor and the Children of the Sun Trail.

 # 6 SRTC Data Program Development

Mr. Fletcher presented an overview of SRTC's Data Program Development initiative, which is intended to establish a formal framework for managing the agency's data products. He explained that SRTC currently develops and maintains data on an as-needed basis to support regional planning efforts, but that a more structured program would improve efficiency, reduce duplication, address data gaps, and better align data management with the agency's planning work.

Mr. Fletcher described the project's three primary tasks. The first is developing an inventory of SRTC's core data products, including datasets, maps, dashboards, modeling tools, and other information assets used to support planning and decision-making. The second is creating a program framework that documents workflows, establishes update and maintenance schedules, defines data governance and stewardship roles, and develops guidelines for archiving and sharing data. He noted that these efforts will help ensure important datasets remain available and are maintained consistently over time.

The third task focuses on identifying future data needs by evaluating gaps in existing data products and prioritizing improvements that support SRTC's federal planning responsibilities, strengthen planning and decision-making, improve information available to stakeholders and the public, and better serve member agencies. Mr. Fletcher stated that staff are currently finalizing the data inventory and plan to conduct a data needs and prioritization workshop later this year to gather input on desired data products and visualization tools.

Mr. Aranda asked how members of the public would access SRTC's data products. Mr. Fletcher responded that the goal is to make information as accessible as possible through SRTC's publicly available Regional Data Hub and website, while improving the visibility, organization, and usability of the available data so users can access information directly without needing to contact staff.

 # 7 Critical Urban and Rural Freight Corridors Update

Mr. Fletcher presented an overview of WSDOT's update process for Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs), explaining that WSDOT recently requested MPOs and RTPOs throughout Washington to review and update freight corridor designations as part of the upcoming State Freight Plan. He noted that the process was last completed in 2022 and serves as a follow-up to the National Highway Freight Program (NHFP) project prioritization process completed earlier this year, during which the SRTC Board approved a list of regional freight priority projects for WSDOT's consideration.

Mr. Fletcher explained that projects receiving NHFP funding must be located on the National

Highway Freight Network, which consists of the Interstate Highway System and designated critical urban and rural freight corridors. Because nearly all of the regional freight priority projects submitted by SRTC are located on non-interstate roadways, those roadways must be designated as Critical Urban or Critical Rural Freight Corridors in order for the projects to remain eligible for NHFP funding if selected. He added that corridor designations are subject to a federal mileage cap established under the Bipartisan Infrastructure Law and also allow eligible projects to compete for certain other federal infrastructure funding programs that support freight-related improvements.

Mr. Fletcher reviewed the eligibility requirements for corridor designation, explaining that corridors must be associated with projects seeking federal freight funding within the next four years, be located on public roadways, and demonstrate a connection to freight transportation. He noted that corridors may qualify by being part of the state's Freight and Goods Transportation System (FGTS), providing access to major freight facilities, or demonstrating regional or statewide freight significance through verifiable freight data.

He also described WSDOT's designation process, which follows a project-first approach. Corridors associated with projects awarded NHFP funding are automatically designated as Critical Urban or Critical Rural Freight Corridors. If available mileage remains under the federal cap, MPOs and RTPOs may nominate additional eligible corridors for designation. Existing corridor designations may also be removed if they are no longer needed or are no longer associated with projects seeking freight funding.

Mr. Fletcher reviewed the region's current freight corridor map and summarized the process used during the 2022 update. Corridors associated with funded projects were automatically designated, while corridors serving unfunded regional priority projects were submitted as a second level of prioritization in anticipation of future funding opportunities. Additional corridors submitted by local agencies were included as a third level of prioritization based on their freight benefits, and all submitted corridors were ultimately designated.

For the current update, Mr. Fletcher stated that staff intends to follow a similar approach by submitting the regional freight priority project list approved by the SRTC Board earlier this year. He explained that the top eight projects submitted to WSDOT would serve as the primary corridor nominations, while the remaining evaluated projects would also be submitted for consideration. Member agencies are also being asked to identify any additional corridors they would like considered. Mr. Fletcher noted that SRTC has flexibility in determining its submission process, provided that all nominated corridors meet federal eligibility requirements, and invited the committee's feedback on the proposed approach.

There were no questions or comments.

 # 8 Transportation Improvement Program (TIP) Annual Obligation Report

Mr. Kloskey presented the annual Transportation Improvement Program (TIP) Obligation Report, explaining that the report is a federal requirement prepared each year to summarize previous, current, and future federal funding programmed through the TIP. He noted that the report must be published annually by March 31 and provides information on both project obligations and de-obligations.

Mr. Kloskey explained that an obligation authorizes a project sponsor to begin work on a project phase and allows federal funds to be spent, while a de-obligation occurs when previously obligated funds go unspent and are returned to the awarding agency. He noted that the report tracks both activities to provide an overview of how federal transportation funds are being utilized throughout the region.

Reviewing recent trends, Mr. Kloskey explained that annual obligation totals fluctuate from year to year depending on project delivery and funding cycles. He noted that overall obligations declined in calendar year 2025, due in part to a smaller WSDOT pavement preservation program and construction impacts related to the statewide strike. The report also identifies de-obligated funds by funding program, showing where unspent funds were returned during the year.

Mr. Kloskey also reviewed obligations by funding source, explaining that the largest share of SRTC-managed obligations consisted of Surface Transportation Block Grant (STBG) funds, followed by Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality (CMAQ) funds. He noted that STBG is SRTC's most flexible and frequently awarded funding program, while the remaining obligations consisted primarily of non-SRTC-managed federal funding.

Looking ahead, Mr. Kloskey reported that SRTC-managed projects are currently projected to obligate approximately $16.8 million in 2026, while non-SRTC-managed projects are expected to obligate approximately $64.5 million, for a combined total of roughly $81 million. If realized, he noted that this would represent the highest annual obligation total in the past five to six years. He emphasized that obligation totals remain fluid throughout the year as project schedules and funding authorizations change.

Mr. Kloskey concluded by noting that SRTC's 2026 obligation target for SRTC-managed funds is $14.5 million. Based on current projections, the agency is on track to exceed that target by obligating approximately $16.8 million, continuing its record of meeting or exceeding its annual obligation target in recent years.

 # 9 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 is intended to provide a measurable way to evaluate the safety and comfort of the Regional Bicycle Priority Network identified in Horizon 2050. She noted that SRTC previously completed the analysis in 2023 and is now updating it to reflect the adoption of Horizon 2050 and changes to the regional bicycle network.

Ms. Paparazzo explained that Bicycle Level of Traffic Stress is a standardized ranking system used to classify bicycle facilities based on the level of comfort and stress experienced by cyclists. The system uses four classifications, ranging from Level 1, which represents routes that feel safe and comfortable for users of all ages and abilities, to Level 4, which represents facilities that require cyclists to travel alongside or interact with higher-speed traffic and are generally suitable only for experienced riders. She noted that the rankings help identify where bicycle facilities are comfortable for a broad range of users and where barriers to bicycling exist.

Ms. Paparazzo stated that SRTC will use guidance from the WSDOT Design Manual, which is consistent with the methodology used during the previous analysis, to update the regional GIS database and recalculate bicycle level of traffic stress throughout the Regional Bicycle Priority Network. She explained that the analysis considers roadway characteristics such as lane width, traffic speed, number of travel lanes, and the presence of bicycle lanes, parking buffers, or physical barriers separating cyclists from vehicle traffic.

She added that SRTC will coordinate with the Transportation Technical Committee and member jurisdictions throughout the update process to verify that the data accurately reflects recent roadway improvements and local conditions.

Ms. Paparazzo concluded that the updated analysis will help identify safety and comfort gaps within the regional bicycle network, support future infrastructure investment decisions, and provide cyclists with better information about available routes while advancing safe, accessible, and multimodal transportation throughout the region.

There were no questions or comments.

 # 10 Guest Presentation: Spokane Transit Authority (STA) Proposition 1

Ms. Emily Poole, Chief Planning and Development Officer for Spokane Transit Authority (STA), presented an overview of Proposition 1, which will appear on the August 4 ballot for voters within STA's Public Transportation Benefit Area (PTBA). She explained that STA serves seven cities and portions of unincorporated Spokane County, covering approximately 15% of the county's land area while providing transit service to approximately 85% of Spokane County residents.

Ms. Poole explained that Proposition 1 would renew the existing 0.2% supplemental sales tax originally approved by voters in 2016. She emphasized that the measure is a renewal of the existing tax rather than a new tax and would not increase the current tax rate. If approved, the tax would continue through December 31, 2048; otherwise, it would expire at the end of 2028. She noted that the tax equates to two cents on a $10 retail purchase made within the PTBA.

In response to a question from Mr. Ankney, Ms. Poole clarified that Proposition 1 is a sales tax collected only within the PTBA and is not a gas tax or a countywide sales tax.

Ms. Poole reviewed the accomplishments of STA Moving Forward, the agency's 10-year strategic plan funded by the 2016 measure. She reported that STA completed 26 of its 27 planned projects, with the remaining North Idaho transit pilot unable to move forward because an agreement could not be reached with a partner jurisdiction in Kootenai County.

She noted that the plan exceeded its original goal by increasing transit service 35% across the network, while night and weekend service increased by 62%. She also highlighted the completion of the City Line Bus Rapid Transit project, which was $14 million under budget despite the impacts of the COVID-19 pandemic, the construction of new and improved transit centers throughout the region, and the successful acquisition of approximately $138 million in grant funding. Ms. Poole added that STA remains a zero-debt agency, allowing tax revenues and grant funding to be invested directly into transit services and capital improvements rather than debt payments.

Looking ahead, Ms. Poole explained that, if renewed, most of the sales tax revenue would be used to maintain the expanded transit service established under STA Moving Forward, while the remaining funding would support implementation of Connect 2035, STA's next 10-year strategic plan. She noted that the plan includes more than 40 initiatives organized around improving the customer experience, partnering with the community to enhance quality of life, and strengthening STA's ability to meet future transportation needs.

Ms. Poole highlighted several initiatives proposed in Connect 2035, including development of the proposed Division Street Bus Rapid Transit corridor, expansion of high-performance transit corridors, continued improvements to bus stop amenities, implementation of Mobility on Demand and STA Link pilot services, expansion of the Opportunity Fare program for low-income riders, partnerships to encourage housing near transit, integration of transit fares with community event ticketing, additional electric vehicle charging infrastructure at park-and-ride facilities, improvements to employee facilities, enhanced customer information systems, expanded vehicle safety technology, and public-facing performance dashboards to improve transparency and accountability.

Ms. Poole also reviewed the potential impacts if Proposition 1 is not approved. She explained that the expiration of the supplemental sales tax would reduce STA's annual revenue by approximately $30 million beginning in 2029, eventually requiring transit service reductions to levels of approximately 2016. Projects included in Connect 2035 could be delayed, scaled back, or eliminated, and STA's ability to compete for future state and federal grants would be significantly reduced. She noted that approximately $12.6 million annually in state grant funding supporting the Youth Ride Free program and paratransit services, as well as approximately $82 million in federal grant funding currently under development with the Federal Transit Administration, would also be at risk.

Ms. Poole addressed questions regarding STA's financial reserves, explaining that reserves accumulated over the past decade represent one-time funding intended for one-time capital investments, such as the Argonne Station Park-and-Ride, rather than ongoing transit operations. She noted that the reserves will continue to be maintained at board-approved levels to protect taxpayers from unforeseen costs, but are not a sustainable replacement for the recurring revenue provided by the supplemental sales tax.

Mr. Aranda asked whether STA has plans to extend the City Line to Spokane Valley or the airport. Ms. Poole responded that there are currently no plans to extend the City Line to those locations; however, STA's long-range Connect Spokane plan identifies additional bus rapid transit corridors throughout the region, including Spokane Valley. She added that Route 7, a high-performance transit route serving the airport, began service last year, and that STA is working with airport partners to provide enhanced passenger facilities.

INFORMATION (NO PRESENTATION)

 # 11 Agency Update

Mr. Kloskey reminded committee members that there will be no committee meetings in July due to SRTC's annual summer meeting recess. He noted that the committees will resume their regular meeting schedule in August.

Mr. Kloskey also introduced Bailee Petersen, SRTC's new Communications and Public Relations Coordinator. He shared that Ms. Petersen previously served in a similar role with DCI Engineers and welcomed her to the SRTC team.

There being no further business, the meeting was adjourned at 4:09 PM.

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Anadia Grier, Clerk of the Board