



Board of Directors Meeting Minutes

Thursday, July 9, 2026 – 1:00 pm

1 Call to Order/ Excused Absences

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

Excused Absences:

Council Member Don Kennedy
City of Spokane
Doug Yost
Major Employer Rep.

Council Member Kate Telis
City of Spokane

Council Member Kitty Klitzke
City of Spokane

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

In attendance were:

Board Members:

Council Member Vincent Barthels
City of Cheney
Council Member Dianne Pfaeffle
City of Deer Park
Mayor Cris Kaminskis
City of Liberty Lake
Council Member Pam Haley
City of Spokane Valley
Deputy Mayor Tim Hattenburg
City of Spokane Valley
Matt Ewers
Rail/Freight Rep.
Council Member Micki Harnois
Small Towns Rep.
Commissioner Al French
Spokane County
Commissioner Josh Kerns
Spokane County
Karl Otterstrom (CEO)
STA
Council Member Cecilia Evans
Spokane Tribe
Char Kay
WSDOT-ER

Absent Members:

Council Member Jennifer
Morton
City of Airway Heights
Mayor Shawna Beese
City of Millwood
Daniel Clark
Kalispel Tribe

Ex-Officio Members:

Tara Limon
STA
(TTC Chair)

Guests:

Kevin Picanco
City of Spokane
Pete Fisch
*City of Airway
Heights*
Emily Poole
STA
Charles Meyersberg
STA
Robyn Lashbrook
WSDOT-ER
Alex Proszek
WSDOT-ER

Staff:

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



2 Public Comments

There were no public comments.

ACTION ITEMS

3 Consent Agenda

Chair Kaminskis reviewed items comprising the Consent Agenda, including:

- a. June Board Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – July 2026
- c. Vouchers Paid for the Month of June
- d. CY 2026 Q2 Budget Update
- e. Revised December 2025 Voucher
- f. Revised 2025 Q4 and 2026 Q1 Budget Updates
- g. 2027 Member Contributions

Deputy Mayor Hattenburg made a motion to approve the Consent Agenda as presented. Mr. Ewers 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 Board approval of Resolution R-26-19, which adopts the updated plan. He explained that the plan is updated every four years in coordination with Spokane Transit Authority to identify transportation service gaps throughout Spokane County, support local service providers' eligibility for funding opportunities, and increase public awareness of available transportation services.

Mr. Kloskey reviewed the planning process, noting that the update included several months of public outreach, including a community survey, an open house, outreach events in both urban and rural areas, three stakeholder meetings with transportation and human service providers, and a public comment period that concluded in mid-June. He reported that no public comments were received during the formal comment period. He noted that the Technical Transportation Committee and Transportation Advisory Committee had unanimously recommended Board approval of the final draft.

Mr. Kloskey highlighted several updates made to the plan, including the integration of community feedback throughout each section rather than in a single chapter, the addition of area profiles to reflect the differing demographic and geographic characteristics across Spokane County, updated strategies and priorities to address current community needs, and an expanded outreach approach focused on engaging residents through in-person events. He concluded by noting that the outreach process provided valuable opportunities to hear directly from community members and service providers, and by thanking those who participated in developing the plan.

Mr. Otterstrom made a motion to approve Resolution R-26-19, Adopting the 2026 Update to the Coordinated Public Transit-Human Services Transportation Plan as presented. Council Member Barthels seconded the motion. The motion passed unanimously.



INFORMATION AND DISCUSSION

5 Guest Presentation: Spokane Transit Authority (STA) Proposition 1

Ms. Poole provided a presentation on Spokane Transit Authority's Proposition 1, a ballot measure that will appear on the August 4 ballot. She explained that Proposition 1 would renew the existing 0.2% sales tax approved by voters in 2016 that funds public transit within STA's Public Transportation Benefit Area. She emphasized that the measure is a renewal of the existing tax, not a tax increase, and that if approved, it would extend the current funding through 2048.

Ms. Poole reviewed STA's accomplishments since the current tax was approved, including a 35% increase in transit service, expanded weekend service, implementation of the City Line bus rapid transit route, construction of new transit centers, and securing more than \$138 million in grant funding while maintaining no agency debt. She explained that most revenue generated by the renewed tax would maintain existing transit service, while the remaining funds would support improvements identified in STA's Connect 2035 strategic plan, including additional high-capacity transit, mobility-on-demand services, transit stop enhancements, expanded rider programs, and technology upgrades.

Ms. Poole explained that if the measure is approved, STA would continue operating at its current funding level and advance the projects identified in Connect 2035. If the measure is not approved, the current sales tax would expire at the end of 2028, resulting in an estimated \$30 million annual reduction in transit funding, potential service reductions, delays or reductions to planned projects, and decreased competitiveness for certain state and federal grant opportunities. She also clarified that STA's financial reserves are one-time funds designated for capital projects and emergency needs rather than ongoing transit operations. She concluded by encouraging voter participation and invited questions.

Mr. Ewers asked whether the Board could take action to demonstrate its support for Proposition 1. Ms. Bollenback responded that the Board could consider a motion to formally support the measure.

Mr. Ewers moved that the Board endorse Proposition 1, and the motion was seconded by Council Member Haley.

Before the vote, Mr. Otterstrom stated that he would abstain due to his employment with Spokane Transit Authority. Ms. Kay also asked to abstain. Commissioner Kerns asked whether SRTC had historically endorsed ballot measures. Ms. Bollenback said she was not aware of previous ballot measures related to transportation since she has been in Spokane or endorsements made by the board but noted that public transit is a critical component of Horizon 2050 and that continued transit service is consistent with SRTC's long-range transportation planning responsibilities. Commissioner Kerns stated that, while he supports individual jurisdictions making decisions on their own ballot measures, he was not comfortable with one governmental entity formally endorsing another governmental entity's ballot measure and indicated he would vote against the motion. Chair Kaminskis shared that the Liberty Lake City Council was also considering a



resolution supporting Proposition 1 and stated that the measure aligns with SRTC's adopted long-range transportation plan. Following additional discussion, Chair Kaminskas called for a roll call vote.

Council Member Barthels, Council Member Pfaeffle, Chair Kaminskas, Council Member Haley, Deputy Mayor Hattenburg, Mr. Ewers, Council Member Harnois, and Council Member Evans voted yes. Commissioner French and Commissioner Kerns voted no. Mr. Otterstrom and Ms. Kay abstained from the vote. The motion passed 8-2.

6 Intermountain West Memo for BUILD America 250 Act

Ms. Bollenback presented a draft policy memorandum developed by the Intermountain West MPOs, a coalition of metropolitan planning organizations from several western states. She explained that the memorandum outlines shared transportation policy priorities related to the proposed federal surface transportation reauthorization legislation, including the Build America 250 Act. She noted that many of the positions reflected in the memorandum are consistent with priorities previously adopted by the SRTC Board, while a few others had not been formally considered by the Board.

Ms. Bollenback reviewed the memorandum's major policy recommendations, including continued support for formula funding, increased funding for core transportation programs, direct access to federal funding, streamlined project delivery, long-term transportation funding solutions, monitoring the proposed Highway Block Grant pilot program, and continued use of advance appropriations for major discretionary grant programs. She explained that additional funding is needed to address ongoing infrastructure preservation needs, particularly for bridges, and noted that advance appropriations provide greater funding stability for large transportation programs. She asked the Board for direction on whether SRTC should join the other Intermountain West MPOs in supporting the memorandum.

Mr. Otterstrom expressed support for joining the memorandum, stating that presenting a unified position with other metropolitan planning organizations strengthens advocacy efforts with Congress while allowing SRTC to evaluate specific legislative details as they are developed. Council Member Barthels asked whether not taking a position could be interpreted as opposition to increased transportation funding. Ms. Bollenback clarified that the memorandum would move forward regardless, but the Board's decision would determine whether SRTC was included as a supporting organization. She emphasized the importance of communicating the region's transportation priorities as federal reauthorization discussions continue.

Following additional discussion, Chair Kaminskas expressed support for joining the memorandum while continuing to refine SRTC's policy positions through future work. With consensus of the board to support the positions included in the draft, Ms. Bollenback stated that she would notify the Intermountain West MPOs that SRTC would join the memorandum. She reiterated the value of collaborating with peer organizations on shared federal transportation priorities.

7 Guest Presentation: North Spokane Corridor Update



Ms. Proszek and Ms. Lashbrook of the Washington State Department of Transportation (WSDOT) presented an update on the North Spokane Corridor (NSC) project, with a focus on the planned I-90 connection. They reviewed the purpose of the project, explaining that the new limited-access highway will improve travel times between I-90 and North Spokane, reduce freight traffic on Division Street, and improve regional mobility. They also provided an overview of completed and ongoing construction phases, including the Spokane River Crossing, Stage 2, Stage 3, and the upcoming I-90 interchange projects. Staff noted that the I-90 connection will be constructed in multiple phases, with construction expected to begin on several project segments in 2027.

Ms. Lashbrook highlighted WSDOT's extensive community engagement efforts, which have helped shape several project elements. She explained that public feedback influenced the selection of the preferred I-90 connection alternative, inclusion of an off-ramp to Second Avenue, the use of elevated bridge structures rather than fill in certain locations, pedestrian bridge designs, landscaping, public spaces, and architectural features. She also outlined several upcoming community meetings that will focus on landscaping, pedestrian plazas, and other design elements before final designs are completed.

Ms. Lashbrook also discussed plans for surplus property acquired during project development. She explained that Senate Bill 5853 allows WSDOT to lease eligible property to community-based nonprofit organizations or the Washington State Department of Commerce for community purposes. WSDOT is developing a request for proposals process for the available properties, with lease revenue to be used to maintain the North Spokane Corridor and the Children of the Sun Trail.

Board members asked several questions about the project. Chair Kaminskis asked about the cost and safety differences between constructing elevated bridge structures and fill. Ms. Kay explained that the elevated design increased project costs by approximately \$20 million but was selected following community feedback because it provides better visibility, improves the sense of safety for pedestrians, reduces the barrier effect between neighborhoods, and creates opportunities for future park-like community spaces beneath the structures. Staff confirmed that both design options meet structural safety standards.

Mr. Otterstrom asked about project funding, future construction impacts, and coordination with local agencies during construction. WSDOT staff explained that the total project cost is approximately \$1.3 billion and noted that planning is already underway to manage traffic during construction. They stated that WSDOT will coordinate with local jurisdictions, Spokane Transit Authority, and other partners to develop traffic management and public communication strategies before major I-90 construction begins. Ms. Bollenback emphasized the importance of coordinated public outreach, noting that construction-related traffic shifts could affect local streets, pedestrians, and transit operations. WSDOT staff responded that outreach to local agencies is expected to begin later this year after traffic modeling is finalized.

8 SRTC Data Program Information

Mr. Fletcher presented an overview of SRTC's Data Program Framework initiative, which is intended to improve how the agency collects, manages, and maintains data used to support



regional transportation planning. He explained that SRTC currently relies on a variety of data products that are developed as needed for individual planning efforts, which can lead to inconsistent management, duplication of effort, and gaps in available data. The new framework is intended to establish a more consistent and efficient approach to data management while ensuring that data collection supports the agency's planning priorities.

Mr. Fletcher explained that the project will begin with developing a comprehensive inventory of SRTC's data products, followed by creating a framework that documents data management processes, maintenance schedules, and relationships between data and planning activities. The final phase will identify data needs and gaps by evaluating how additional or improved data could better support SRTC's planning responsibilities, improve public information, and assist member agencies. He noted that SRTC plans to hold a data needs prioritization workshop with members of the Technical Transportation Committee and Transportation Advisory Committee later this year to help identify regional priorities.

Ms. Bollenback emphasized the importance of managing data that is valuable to SRTC's planning work and member agencies while doing so efficiently and accurately. In response to a question from Ms. Kay about whether the program could include data such as origin-destination information, Ms. Bollenback explained that the framework is intended to help identify regional data needs and determine whether additional data collection efforts would be beneficial. She noted that discussions may include topics such as traffic count data and other information needed by member agencies, with any new data collection efforts to be considered as part of future planning and budget discussions. Mr. Fletcher added that those conversations will begin in greater detail after SRTC completes its data inventory and convenes the planned workshop.

9 Critical Urban & Rural Freight Corridors Update

Mr. Fletcher presented an update on WSDOT's statewide review of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). He explained that WSDOT has asked metropolitan and regional transportation planning organizations to review and update freight corridor designations within their regions to support the development of WSDOT's 2026 Freight System Plan. He noted that the designations make eligible freight projects competitive for certain federal funding programs, including the National Highway Freight Program (NHFP) and INFRA grants, but do not provide funding by themselves. Mr. Fletcher also explained that federal law limits the total mileage that can be designated as critical freight corridors, and that additional capacity is currently available only for rural corridor designations.

Mr. Fletcher reviewed the proposed process for identifying corridors, which follows the approach used during the 2022 update. He explained that SRTC will begin with the NHFP regional freight priority projects approved by the Board earlier this year, consider additional eligible freight projects submitted during that process, and allow member agencies to propose other qualifying corridors. He noted that WSDOT has requested proposed corridor updates by August 10.

Ms. Kay asked whether the process would consider freight corridors associated with U.S. 195 and projects that support its function, such as Inland Empire Way. Mr. Fletcher explained that Inland



Empire Way is already designated as a CUFC and would remain designated. He added that agencies with projects expected to pursue federal freight funding within the next four years are encouraged to identify any additional qualifying corridors for consideration. Ms. Bollenback clarified that the effort is focused on projects anticipated in the near term rather than on establishing a long-range freight corridor plan. Mr. Fletcher added that freight projects selected for NHFO funding will automatically receive the appropriate freight corridor designation.

10 Transportation Improvement Program (TIP) Annual Obligation Report

Mr. Kloskey presented the annual Transportation Improvement Program (TIP) Obligation Report, which summarizes federal transportation funds obligated and de-obligated within Spokane County. He explained that an obligation occurs when the federal government authorizes a project sponsor to begin work and expend federal funds. In contrast, a de-obligation occurs when previously authorized funds are not used and are returned to the awarding agency. He noted that the report is required annually by federal and state regulations and provides information on past, current, and anticipated federal transportation funding in the region.

Mr. Kloskey reviewed obligation trends over the past five years, noting that annual funding levels naturally fluctuate depending on project schedules. He explained that 2025 included a smaller pavement program than in previous years, while 2026 is expected to see a significant increase in obligated funding. He also reviewed 2025 de-obligations, noting that some de-obligated funds from SRTC-managed programs were applied toward the agency's 2026 federal funding target, contributing to the contingency funding actions previously presented to the Board.

Looking ahead, Mr. Kloskey reported that SRTC currently expects to obligate approximately \$16.8 million in SRTC-managed federal funds during 2026, exceeding the agency's annual target of approximately \$14.5 million. Combined with other federally managed transportation funding, approximately \$81.3 million in federal transportation funds are currently programmed for obligation throughout Spokane County in 2026. He noted that this amount is expected to change as project schedules evolve, acknowledging that project delays and other unforeseen circumstances may affect the timing of federal obligations.

11 Bicycle Level of Traffic Stress Update

Ms. Paparazzo presented an update on SRTC's Bicycle Level of Traffic Stress (LTS) analysis, which supports implementation of Horizon 2050 by evaluating the safety and comfort of the Regional Bicycle Priority Network. She explained that SRTC previously completed an LTS analysis in 2023 and is now updating the analysis to reflect the adoption of Horizon 2050.

Ms. Paparazzo explained that the Level of Traffic Stress methodology classifies bicycle routes based on how comfortable they are for cyclists, with lower levels representing routes that are comfortable for most users and higher levels identifying roadways that many cyclists may find stressful or avoid. She noted that the analysis serves as a planning tool, providing a consistent method for evaluating bicycle facilities across the region.

As part of the update, SRTC will refresh its geographic information system (GIS) database using



factors such as lane width, speed limits, and the number of travel lanes. Member agencies and the Technical Transportation Committee will review the updated information throughout the process to ensure it accurately reflects existing conditions. Once completed, the updated Level of Traffic Stress map will be made available through SRTC's online data hub.

Ms. Paparazzo concluded that the updated analysis will help identify gaps in the Regional Bicycle Priority Network, improve understanding of bicycle safety and comfort, assist cyclists in selecting routes, and support future planning and investment decisions for the region's active transportation network.

12 CY 2026 Budget Amendment

Mr. Griffin presented a proposed amendment to the CY 2026 SRTC budget for the Board's information and discussion. He explained that the amendment includes three primary changes.

First, the budget would be increased by approximately \$669,000 to recognize Washington State Department of Commerce Electrification Transportation System (ETS) grant funds received in early 2026 for work completed in late 2025. The amendment adds both the grant revenue and the corresponding pass-through expenditure to Avista.

Second, the amendment incorporates recommendations from SRTC's 2025 financial audit. Mr. Griffin explained that reimbursements received for the Annual Transportation Summit and partner agency contributions toward the PTV travel demand software will now be recorded as revenue rather than offsetting related expenses. As a result, the budget will reflect both the full revenue received and the full cost of those activities.

Third, the amendment includes several additional budget adjustments related to project scheduling, including timing changes for employment data purchases, consultant work for the Intelligent Transportation Systems (ITS) update and transportation funding study, the addition of Washington sales tax on software maintenance, and updates to insurance and office furniture expenses.

Mr. Griffin noted that the proposed budget amendment will return to the Board for action in September.

Chair Kaminskas asked for clarification that the first two amendments are offsetting adjustments that do not result in a net change to the budget. Mr. Griffin confirmed that there are accounting changes that recognize the full revenue and corresponding expenditures.

INFORMATION

13 Executive Director's Monthly Report

Ms. Bollenback deferred to Deputy Mayor Hattenburg to announce that the City of Spokane Valley had been awarded a \$21 million grant for the Trent Avenue/Sullivan Road project. Council Member Haley noted that additional funding is still needed to complete the required local match and stated that the City is pursuing approximately \$7 million in additional funding. Mr. Ewers asked whether



the City planned to seek funding from the Freight Mobility Strategic Investment Board (FMSIB), and Council Member Haley confirmed that it was being pursued. Chair Kaminskis offered Liberty Lake's support, including providing a letter of support if needed.

Ms. Bollenback commented that assembling funding for large transportation projects often requires multiple state and federal funding sources with different application and award schedules, making project delivery more challenging. She noted that SRTC has continued to encourage better coordination among funding agencies so that project selection and funding timelines are more closely aligned, reducing disruptions when projects receive funding from multiple sources at different times. Mr. Ewers also offered to provide a letter of support from the private business community if helpful.

14 Transportation Technical Committee & Transportation Advisory Committee Meeting Summaries

No questions or comments.

15 Administrative Committee Meeting Summary

No questions or comments.

16 Board Member Comments

During Board Member Comments, Ms. Kay invited Board members to attend the July 14 ribbon-cutting for the new Spokane Regional Transportation Management Center (SRTMC) at WSDOT's Eastern Region Headquarters. She thanked SRTC and its partners for their collaboration in securing funding for the facility, noting that it will enhance regional traffic management capabilities. Chair Kaminskis congratulated the project team on the milestone.

Council Member Barthels invited attendees to the Cheney Rodeo and parade taking place over the weekend.

17 Chair Comments

Chair Kaminskis shared an experience from the recent Association of Washington Cities conference in which a tour bus struck the underside of a downtown bridge, using the incident as a lighthearted reminder of the region's bridge clearance challenges.

Ms. Kay also recognized the region's successful hosting of the Freight Mobility Strategic Investment Board (FMSIB) meeting, noting that it provided an opportunity to showcase transportation projects and regional collaboration across Spokane County.

The meeting adjourned at 2:33 p.m.