



Spokane Regional Transportation Council

TTC MEETING 09/23/2026
CONSENT AGENDA

AGENDA ITEM 3a

Transportation Technical Committee Meeting Minutes

Wednesday, August 26, 2026- 1:00 pm

Amendment approved 09/23/2026: The attendance record was corrected to reflect that Jerremy Clark was absent.

1 Call to Order/ Excused Absences

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

In attendance were:

Committee Members:

Pete Fisch

City of Airway Heights

Dan Ferguson

City of Cheney

Lance Mueller (Alt)

City of Liberty Lake

Inga Note

City of Spokane

Colin Quinn-Hurst

City of Spokane

Kevin Picanco

City of Spokane

Adam Jackson

City of Spokane Valley

Kristen Armstrong (Alt)

City of Spokane Valley

Sonny Weathers

Small Cities/Towns Rep

Brandi Colyar

Spokane County

Barry Greene

Spokane County

Jami Hayes

Spokane County

Margee Chambers

Spokane Clean Air

Samantha Hennessy

SRHD

Brian Jennings

STA

Tara Limon (Chair)

STA

Shauna Harshman

WSDOT-ER

Glenn Wagemann

WSDOT-ER

Absent Members:

Julia Whitford

Kalispel Tribe

Maria Cullooyah

Spokane Tribe

Mike Pea

WSDOT-ER

Jerremy Clark (Vice Chair)

City of Spokane Valley

Guests:

Daniel Wells

STA

Don Skillingstad

STA

Tyler Kimbrell

City of Spokane

Dan Pratt

City of Deer Park

Katherine Miller

City of Airway Heights

Stu Barton

J-U-B Engineers

Wende Wilber

Kittleson & Assoc.

Paul Kropp

Staff:

Lois Bollenback

Executive Director

Bailee Petersen

Comm. & PR Coord.

Anadia Grier

Admin-Exec Coord.

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 2



2 Public Comments

Mr. Fletcher reported that SRTC received two written public comments regarding the September TIP amendment. Both comments expressed concerns about proposed changes to Spokane Falls Boulevard.

The first opposed narrowing Spokane Falls Boulevard or adding a concrete divider, citing its historic character and use for events such as parades and Hoopfest.

The second, submitted by nearby property owners, businesses, venues, and organizations, expressed concerns that the proposed changes could reduce roadway capacity, worsen congestion, and limit access to downtown destinations and events. The commenters requested further evaluation and greater consideration of stakeholder feedback before selecting a final design.

No in-person public comments were provided, and no questions, comments, or discussion followed.

Member Comments

Members shared updates on current projects within their agencies and regions, as well as general staffing updates.

Chair Report on SRTC Board Meeting

Ms. Limon gave a brief overview of July's SRTC Board meeting.

ACTION ITEMS

3 Consent Agenda

- a. June TTC Meeting Minutes
- b. CY 2026-2029 Transportation Improvement Program (TIP) Amendment – August & September 2026

At Mr. Weathers' request, the Chair called for a motion to amend the minutes to correct his attendance. Mr. Jennings made a motion to approve the amendment. Mr. Greene seconded the motion. The motion was passed unanimously.

Ms. Note made a motion to approve the CY 2026-2029 TIP August & September Amendment as presented. Mr. Weathers seconded the motion. The motion was passed unanimously.

INFORMATION AND DISCUSSION ITEMS

4 Guest Presentation: Division Street Bus Rapid Transit (BRT)

Mr. Dan Wells, STA Director of Capital Development, and Mr. Don Skillingstad, STA Senior Capital Project Manager, provided an update on the Division Street Bus Rapid Transit (BRT) project. The project emerged from the four-year Division Connects study and is intended to provide an affordable transportation option, improve access along the Division Street



corridor, and enhance safety through additional pedestrian crossings and transportation choices. The preferred alternative would extend approximately 10 miles from downtown Spokane to Mead, use 60-foot zero-emission buses, and eventually provide service every 10 minutes or less.

Mr. Wells explained that Division Street BRT has long been identified as the public transportation alternative associated with the North Spokane Corridor. Planning began in 2008, and the project has since been incorporated into regional and local transportation plans. The Division Connects study evaluated BRT, active transportation improvements, land use and zoning changes, and ongoing coordination among partner agencies.

Mr. Skillingstad reviewed the first phase, known as the Minimum Operable Segment. This phase would construct 38 new stations and improve the STA Plaza and Hastings Park and Ride. The stations would resemble City Line stations and include shelters, seating, lighting, real-time information displays, security cameras, and other amenities. Service would initially operate every 15 minutes, with first-year ridership estimated at 1.4 million trips, approximately 52 percent higher than 2024 ridership.

The first phase would also include transit signal priority and business access and transit (BAT) lanes. Transit signal priority could shorten opposing green-light cycles, so buses receive a green light sooner, but unlike the system used by emergency vehicles, it would not override traffic signals. STA is coordinating with the City of Spokane, Spokane County, and WSDOT to determine where and under what conditions this priority would be used and to ensure it does not negatively affect traffic.

BAT lanes would be added along portions of Division and Ruby streets between approximately Cataldo Avenue and Buckeye Avenue/North Foothills Drive. These lanes would be available to buses and vehicles turning into or out of businesses and driveways. Ms. Harshman asked whether the project would slow traffic on Division Street. Mr. Wells clarified that the project does not propose reducing the speed limit, although additional pedestrian crossings may cause traffic to stop more frequently.

The current project cost estimate is approximately \$166 million. Funding includes more than \$38 million approved by the STA Board, \$50 million from the state, a \$1 million federal grant, and a requested \$82 million Federal Transit Administration Small Starts grant. Design is approaching 60 percent completion and is expected to advance to final design in October. Federal environmental approval was anticipated in September, followed by state environmental review and property acquisition. STA expects to seek construction bids in January 2028, begin construction in spring 2028, complete construction around May 2030, and begin passenger service in May 2031 following system testing.

STA continues to coordinate with agency partners, utility providers, neighborhood councils, property and business owners, and community members. Outreach has included mailings, open houses, project updates, leadership events, and a project website. Artists have also been



selected to develop neighborhood-based artwork for the stations, similar to the City Line project.

Future phases, as funding becomes available, would include a Mead Transit Center, four additional stations between Hastings Park and Ride and the new transit center, an extension of BAT lanes to the Division Street Y, a bicycle facility on Ruby Street, and more frequent transit service. STA has purchased the property for the Mead Transit Center and has set aside \$10 million for the Ruby Street bicycle facility.

Ms. Harshman also asked whether bicycles would share the BAT lanes. Staff explained that the southbound BAT lane through the Division-Ruby couplet is being designed as a wider shared lane for buses, bicycles, and right-turning vehicles. The northbound bicycle connection would eventually be replaced by the planned Ruby Street bicycle facility. Dedicated bicycle facilities are not currently proposed for the main portion of Division Street during the first phase, although the project may remove the existing bicycle restriction. Additional discussions with WSDOT and the City of Spokane will be needed as future BAT lanes and bicycle improvements are developed.

5 CY 2027 Unified List: Projects for State & Federal Versions – Draft

Mr. Fletcher presented the draft list of projects for the state and federal versions of the CY 2027 Unified List. He explained that the Unified List is updated annually to communicate the region's current transportation priorities to legislators and support potential funding opportunities. Projects are organized into three stages: initiation, development, and implementation.

The project evaluation criteria were updated this year to reflect Horizon 2050 and align with SRTC's guiding principles. The most significant updates were made to the economic vitality; operations, maintenance, and preservation; and safety and security categories. Greater weight was also given to operations, maintenance, and preservation and to safety and security. The SRTC Board approved the updated criteria in May.

SRTC received 28 project submissions this year, including eight projects that are not on the current Unified List. Together, the projects requested approximately \$530 million in federal funding and \$370 million in state funding. Mr. Fletcher explained that staff considered project scores, consistency with previous lists, regional needs, and the importance of maintaining a focused list that can respond to different funding opportunities.

Staff recommended retaining all projects in the implementation and development categories. Several projects advanced from development to implementation, including I-90 Valley High Performance Transit, US 2 Multimodal Improvements Phase I, and the Sullivan/Trent Interchange. The STA Fleet Electrification Infrastructure project was newly added to the implementation category because it can be completed more quickly than a typical infrastructure project.



Mr. Fletcher explained that the primary decision involves where to establish the cutoff within the initiation category. He presented three options: ending the list at a natural break in project scores, extending the cutoff to include the Clean Energy Campus Acquisition project because it appeared on the previous year's list, or using the higher cutoff while retaining the Clean Energy Campus project as an exception.

Mr. Jackson asked whether staff could provide the number of projects and total funding requested by each submitting agency. He noted that this information could help the committee assess geographic balance and determine whether including additional projects might dilute the region's highest priorities. Mr. Fletcher agreed to provide the information and suggested adding it to the online project map.

In response to a question from Ms. Note, Mr. Fletcher confirmed that staff did not propose a cutoff within the development category because those projects were on last year's list and received relatively strong scores.

Ms. Limon asked when the committee would review the list again. Mr. Fletcher said he would return in September with a final list for the committee's recommendation. Committee members were encouraged to contact him with comments or questions before the next meeting.

Mr. Jackson also asked which cutoff option staff was most likely to recommend. Mr. Fletcher said that, although staff will defer a recommendation until the TAC and TTC have had an opportunity to provide input, the option most consistent with past practice would be to use the natural break in project scores while retaining the Clean Energy Campus Acquisition project because it was included on the previous year's list. This approach would remove the three other projects below the initial cutoff.

6 2027-2030 Transportation Improvement Program (TIP) – Draft

Mr. Kloskey presented the draft 2027-2030 Transportation Improvement Program (TIP). He explained that SRTC prepares the four-year TIP each fall to identify regional transportation projects that will receive federal funding or are otherwise considered regionally significant. The TIP is developed in coordination with local agencies and WSDOT and is consistent with Horizon 2050, the region's long-range metropolitan transportation plan. It includes information about project costs, schedules, funding sources, and regional performance targets.

The draft TIP includes 58 projects and approximately \$660 million in programmed and secured funding, including one new project beginning in 2027. Mr. Kloskey explained that the program is fiscally constrained, meaning sufficient funding is reasonably available to cover all projects and programs included during the four-year period.

The North Spokane Corridor represents approximately \$285 million of the TIP's roughly \$664 million in total programmed funding. The remaining funds support transit programs, high-performance transit, preservation, and other transportation improvements. Mr. Kloskey noted



that the totals may change slightly as agencies finalize their project information.

The TIP also includes details about the federal funds managed and distributed by SRTC. Projected year-end balances remain positive, demonstrating that the program is fiscally constrained. The document also contains regional performance-management measures, public transit asset-management targets, and other transit targets provided by STA.

The draft TIP and an interactive online project map will be available for public review from September 1 through October 1. The map will allow users to view detailed information and submit comments on individual projects. SRTC will also hold a public open house on September 24 from 4:30 to 6:00 p.m. in Event Room A at the Spokane Central Library.

INFORMATION (NO PRESENTATION)

7 Agency Update

Mr. Fletcher announced that WSDOT's Travel Washington Wheatland Express intercity bus ribbon-cutting ceremony scheduled for August 28 had been canceled due to the impacts of regional wildfires. He also shared that the fourth annual Spokane Regional Transportation Summit will be held on October 15. Tickets are available through the Greater Spokane Inc. website, with discounted early-bird pricing offered.

There being no further business, the meeting was adjourned at 2:03 PM.

Anadia Grier, Clerk of the Board