



2026

Unified List of Regional Transportation Priorities and Policy Statements

FEDERAL VERSION

Approved by the SRTC Board of Directors on November, 13, 2025
Updated January 26, 2026



Spokane Regional
Transportation Council

Spokane Regional Transportation Council Membership

City of Airway Heights

City of Cheney

City of Deer Park

City of Liberty Lake

City of Medical Lake

City of Millwood

City of Spokane

City of Spokane Valley

Kalispel Tribe of Indians

Spokane County

Spokane Transit Authority

Spokane Tribe of Indians

Town of Fairfield

Town of Latah

Town of Rockford

Town of Spangle

Town of Waverly

Washington State Department of Transportation

Washington State Transportation Commission

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Spokane Regional Transportation Council

Regional Transportation Decisions Start Here

SRTC brings together partners, decision-makers, and community members to shape the future of transportation in our region.

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**Spokane Regional
Transportation Council**

About SRTC

Spokane Regional Transportation Council (SRTC) is both the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for Spokane County. SRTC provides regional transportation leadership and coordination by conducting comprehensive, cooperative, and continuing transportation planning with representatives from local jurisdictions, tribes, transportation providers and local stakeholders. SRTC works to ensure that transportation projects and programs are based on mutually agreed upon goals and priorities developed in an impartial and non-partisan platform.

SRTC operates under the following principles:

- ▶ Finish what we have started by directing resources towards completing existing projects
- ▶ Adequately fund maintenance and preservation of the existing transportation system
- ▶ Identify and advance a broad range of project types to meet the needs of a growing region
- ▶ Invest in projects that improve quality of life in the region in the following ways:
 - Draw on best practices to address transportation safety issues
 - Consider the needs of families and all transportation users
 - Create safe, convenient forms of active transportation that support public health objectives
 - Build a resilient transportation system that strengthens infrastructure and enhances the system’s ability to withstand and recover from disruptions

Legislative Priority Statements

PREPARING FOR TRANSPORTATION BILL REAUTHORIZATION

Continue funding critical programs that provide needed resources to improve transportation safety.

Nearly 95% of people who die using our Nation’s transportation networks are killed on our streets, roads, and highways. Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the past decade and went in the wrong direction in 2020 and 2021. There were an estimated 39,345 lives lost on US roads in 2024—down slightly from 43,230 in 2021 which was the largest number of fatalities since 2005.¹ The 2021 federal infrastructure investment package bolstered the Highway Safety Improvement Program (HSIP) with an infusion of additional funds and created a new grant program, Safe Streets for All (SS4A). These programs are critical in supporting a reduction in fatalities and serious injuries.

SRTC encourages our federal partners to continue funding these programs into the next transportation authorization. Some local agencies are just getting underway with developing SS4A planning “action” grants and will need time to plan and prepare implementation grants to fully release the benefit of the program.



Continue funding transportation system maintenance and preservation.



Every day people, communities, and businesses throughout our Nation rely on the existing network of highways, roads and bridges. Our transportation system gets goods to market, people to work, students to school, and so much more. Recently FHWA estimated a \$1 trillion backlog in repairs and maintenance needed to improve the condition of more than 619,000 bridges and 4 million miles of public roads.² SRTC is appreciative of the federal transportation infrastructure legislation in providing a level of funding that addresses the need to repair and replace aging infrastructure. However, there will continue to be a need for investment in maintenance and preservation beyond the life of the current federal transportation infrastructure funding package.

SRTC supports a long-term balanced approach to funding will allow states and local agencies to plan and program needed system preservation and maintain appropriate workforce levels to properly address and deliver roadway maintenance and preservation projects.

1 USDOT. National Highway Traffic Safety Administration. Early Estimate of Motor Vehicle Traffic Fatalities in 2024. Traffic Safety Facts Crash•Stats Brief Statistical Summary. DOT HS 813 710. Washington, DC: NHTSA, April 2025. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.

2 USDOT, Federal Highway Administration, FHWA Budget Estimates FY 2023, submitted to the Committees on Appropriations (Washington, DC: U.S. DOT, March 2022), accessed September 29, 2025, https://www.transportation.gov/sites/dot.gov/files/2022-03/FHWA_Budget_Estimates_FY23.pdf.



Modernize the federal funding formula to ensure funding equitably supports population centers.

The 2021 federal infrastructure investment package provided \$303.5 billion in contract authority from the Highway Trust Fund. Of this amount, 90% was apportioned to the states by formula. Another \$47.3 billion in funding from the General Fund was provided for the Highway Infrastructure Program. Roughly 72% of that was distributed to the states by formula. Unfortunately, the formula used to allocate highway funding relies on 2000 census data. Utilizing outdated data in any calculation undermines the program it's intended to serve. Furthermore, higher growth states, like Washington, are not receiving the share of funding needed to address the mobility demands of a growing population. Since 2000, the population in Washington increased just over 30% (from 5,910,912 in 2000 to 7,724,031 in 2020) while the US overall grew by just under 19%.

Expand direct recipient status for certain federal funding programs.

Currently MPOs rely on pass-through funding from state DOTs, which can lead to delays and reduce the flexibility needed to meet local transportation needs. Granting MPOs direct recipient status for specific federal funds would streamline the funding process, allowing for quicker and more efficient implementation of projects that directly benefit communities. This change would reduce administrative delays, enabling MPOs to align more closely with local needs and priorities while expediting project delivery.

SRTC supports direct recipient status for MPOs which would promote greater accountability and empower MPOs to have a more active role in shaping transportation investments that impact their regions.

Shift from discretionary to formula-based funding for certain programs.

Discretionary grants, while beneficial, can lead to unpredictable funding allocations that make long-term planning challenging for MPOs and other local agencies. Discretionary grant programs circumvent the local collaborative planning process and shift the decision-making to federal agencies. A shift toward formula-based funding for certain federal programs would allow for a more predictable and equitable distribution of resources.

SRTC supports a shift to formula-based funding to ensure a consistent and transparent mechanism, enabling regions to make informed infrastructure decisions and meet both immediate and future needs with greater confidence.

Continuing federal investments in public transportation.

Public transportation represents a vital part of the nation's transportation system. Public transportation in Spokane County is largely centered on urban areas, with service provided by Spokane Transit ranking above most of its peers for total ridership and cost effectiveness. Other intercity, tribal and special needs transportation operations connect rural areas and small cities to the urban core. Federal funds, largely provided through the surface transportation bill, are a crucial part of sustaining and improving services and connectivity.

SRTC supports continued federal investment in public transportation through the new surface transportation bill, including the Capital Investment Grant (CIG) program, which helped fund the region's first Bus Rapid Transit (BRT) project, City Line. Spokane Transit plans to seek CIG funding for Division Street BRT, a project identified herein as a regional priority, consistent with Horizon 2050.



Additional Policy Statements

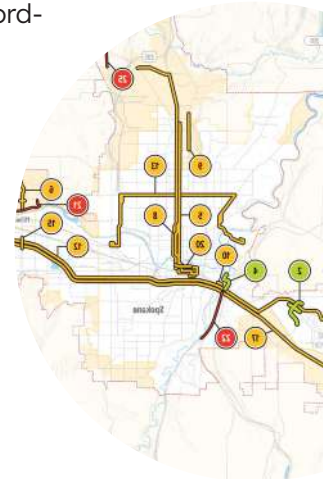


Ensure access to transportation in support of affordable housing strategies.

- ▶ Ensure access to affordable, reliable, and equitable transportation options which are an integral component of affordable housing strategies.
- ▶ Provide additional resources to local jurisdictions to plan for and accommodate affordable housing.

Fund regionally critical projects on the SRTC Unified List.

- ▶ Invest in projects collaboratively identified by the SRTC Board of Directors in the Unified List.



Encourage deployment and development of advanced and alternative fuel technologies.

- ▶ Support the development of alternative fuels.
- ▶ Support innovation of advanced fuels and technologies.

Address funding gaps that are anticipated due to the loss of gas tax revenue.

- ▶ Create a strategy to address the loss of gas tax revenue that includes increasing the public's awareness and understating of the issue.
- ▶ Support pilot projects that will assist in identifying transportation revenue strategies.



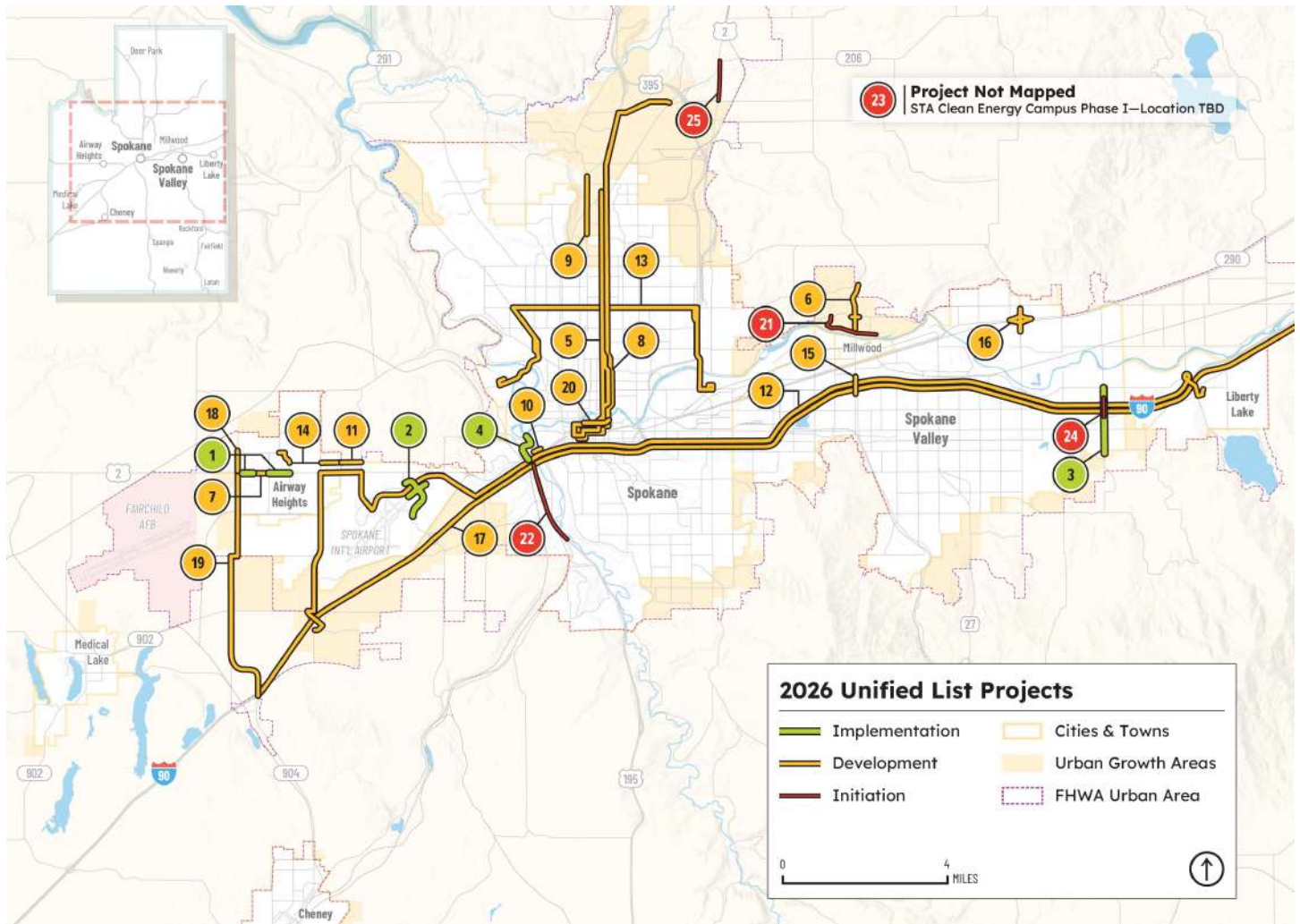
Enhance transportation investments supporting Fairchild Air Force Base as the significant military installation in Spokane County.

- ▶ Support transportation safety and mobility strategies that ensure air force personnel's ability to access Fairchild Air Force Base (FAFB) and ensure adequate military response times.



Unified List of Regional Transportation Priorities

The SRTC Unified List of Regional Transportation Priorities outlines critical investments to improve the performance of the regional transportation system. The Unified List includes a variety of project types supported collectively by members of SRTC with consideration for equity, economic vitality, and safety among other screening criteria that indicate beneficial outcomes to both the state and the region.



Project Status Categories

Implementation

- ▶ Design ≥ 60% complete, significant progress towards right-of-way, environmental approvals are underway, and substantial amount of funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Development

- ▶ Design ≥ 30% complete, right-of-way needs identified, environmental initiated and/or some funding has been secured.
- ▶ Project is identified in a local, regional, and/or state plan.

Initiation

- ▶ Design is < 30% complete.
- ▶ Project is in the early stage of development and has, at a minimum, been identified in a planning study.



2026 Unified List of Regional Transportation Priorities

Summary by Project Status

All amounts shown in millions of dollars

| PROJECT STATUS CATEGORY | NUMBER OF PROJECTS | TOTAL COST | FUNDED AMOUNT | UNFUNDED AMOUNT | FUNDING REQUEST | PERCENT REQUESTED |
|-------------------------|--------------------|-----------------|-----------------|-----------------|-----------------|-------------------|
| Implementation | 4 | \$ 121.1 | \$ 65.3 | \$ 55.8 | \$ 29.5 | 24% |
| Development | 16 | \$ 580.4 | \$ 182.8 | \$ 397.6 | \$ 264.6 | 46% |
| Initiation | 5 | \$ 194.8 | \$ 55.3 | \$ 139.5 | \$ 82.5 | 42% |
| Totals* | 25 | \$ 896.4 | \$ 303.3 | \$ 593.0 | \$ 376.6 | 42% |

*Totals may not sum due to rounding

Implementation Projects

All amounts shown in millions of dollars

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | TOTAL COST | AMOUNT FUNDED | FUNDING REQUEST |
|-------|--|-----------------------|--|------------|---------------|-----------------|
| 1 | US Hwy 2 Multimodal Improvements Phase I | Airway Heights | Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control. | \$23.4 | \$6.9 | \$16.6 |
| 2 | From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal Improvements | Spokane Int'l Airport | Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway. | \$37.2 | \$32.2 | None |
| 3 | South Barker Rd Corridor | Spokane Valley | Widen and reconstruct Barker Rd to a 5-lane urban arterial (Mission-Appleway), a 3-lane urban arterial (Appleway-city limits), & add roundabouts at Sprague, 4th, and 8th aves. | \$41.0 | \$16.6 | \$3.0 |
| 4 | Fish Lake Trail Connection Phases 1-3 | Spokane | Construct a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to Centennial Trail via Sandifur Bridge. | \$19.5 | \$9.6 | \$9.9 |

Development Projects

All amounts shown in millions of dollars

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | TOTAL COST | AMOUNT FUNDED | FUNDING REQUEST |
|-------|---|----------------|--|------------|---------------|-----------------|
| 5 | Division St Active Transportation Access Improvements | Spokane | Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations. | \$25.8 | \$2.1 | \$23.7 |
| 6 | Argonne Rd Freight, Active Transportation & Safety Improvements | Spokane County | Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection. | \$25.8 | \$4.3 | \$21.5 |
| 7 | US Hwy 2 Multimodal Improvements Phase II | Airway Heights | Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control. | \$26.0 | \$3.9 | \$22.1 |
| 8 | Division Bus Rapid Transit (BRT) | STA | Enhances corridor transit w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit (BAT) lanes for much of the corridor. | \$170.0 | \$101.0 | \$101.0 |
| 9 | Wall St Safety & Capital Improvements | Spokane County | Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd. | \$17.5 | \$0.6 | \$16.9 |
| 10 | Latah Bridge Rehabilitation | Spokane | Replace & widen bridge deck, railing, sidewalks, rehabilitate structural elements, and improve pedestrian and transit facilities—shared-use path, bike lanes, space for future light rail. | \$65.1 | \$2.8 | \$62.3 |
| 11 | 12th Ave - Spokane Phase | Spokane | Extend existing roadway as a 2-lane boulevard or 3-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops. | \$4.9 | None | \$4.9 |
| 12 | I-90/Valley High Performance Transit (HPT) | STA | Revise to a HPT corridor, from West Plains to Spokane Valley/Liberty Lake. Construct 2 new park and rides (Appleway Station and Argonne Station) & modify Mirabeau Point Park & Ride. | \$39.3 | \$34.0 | \$5.3 |
| 13 | Wellesley High Performance Transit (HPT) | STA | Revise Wellesley Route 33 to HPT Route 3. Includes passenger and operational enhancements, and improved connectivity and accessibility to facilitate ease of transfer to other routes. | \$9.3 | \$2.5 | None |
| 14 | 6th/10th-12th Ave Multimodal Improvements Phase III - Garfield Rd & 12th Ave | Airway Heights | Various multimodal improvements on 6th Ave, from Craig Rd to Russell St. | \$4.8 | \$0.5 | \$4.3 |
| 15 | Argonne Bridge at I-90 | Spokane Valley | Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path. | \$27.5 | \$3.3 | \$3.0 |
| 16 | Sullivan/Trent Interchange | Spokane Valley | Reconstruct interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road connection. | \$54.2 | \$17.8 | \$3.0 |
| 17 | I-90 TSMO Improvements | WSDOT | Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection. | \$24.0 | \$0.6 | \$20.8 |
| 18 | Craig Rd Complete Streets Project | Airway Heights | Reconstruct and widen road; add turn lanes at major intersections, transit improvements, sidewalks (east side of road), and 10' buffered multi-use path (west side of road). | \$11.2 | \$1.2 | \$10.0 |
| 19 | Craig Rd & I-90 Four Lakes Connection | Spokane County | Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor. | \$66.9 | \$7.5 | \$59.4 |
| 20 | Spokane Falls Blvd | Spokane | Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as appropriate. | \$8.1 | \$0.8 | \$7.4 |

Initiation Projects

All amounts shown in millions of dollars

| MAP # | PROJECT TITLE | LEAD AGENCY | PROJECT DESCRIPTION | TOTAL COST | AMOUNT FUNDED | FUNDING REQUEST |
|-------|--|----------------|---|------------|---------------|-----------------|
| 21 | Centennial Trail Argonne Gap Improvements | Spokane County | Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail and crossings at Argonne/Upriver intersection to reduce bike/ped vs vehicular incidents and reduce stress. | \$15.6 | \$0.3 | None |
| 22 | US 195 Corridor Projects | Spokane | Connect Lindeke to Thorpe, create a 2-way Inland Empire Way/Cheney-Spokane Rd connection, and add improvements including sidewalks, lighting, landscaping, and bike lanes. | \$18.4 | None | \$18.4 |
| 23 | Clean Energy Campus Phase I | STA | Acquire site and design a clean energy campus to support STA's maintenance, operations, and administrative needs for zero emission fleet expansion. | \$100.0 | \$55.0 | \$35.0 |
| 24 | Barker/I-90 Interchange | Spokane Valley | Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth. | \$50.0 | None | \$3.0 |
| 25 | Market St Reconstruction | Spokane County | Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure. | \$10.9 | None | \$10.9 |



Project Information Sheets

AVAILABLE UPON REQUEST



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