



2026

Unified List of Regional Transportation Priorities and Policy Statements

STATE VERSION

Approved by the SRTC Board of Directors on October 9, 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
 - Emphasize equity and consider the needs of 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

A Safe Transportation System

STATEWIDE POLICY STATEMENT

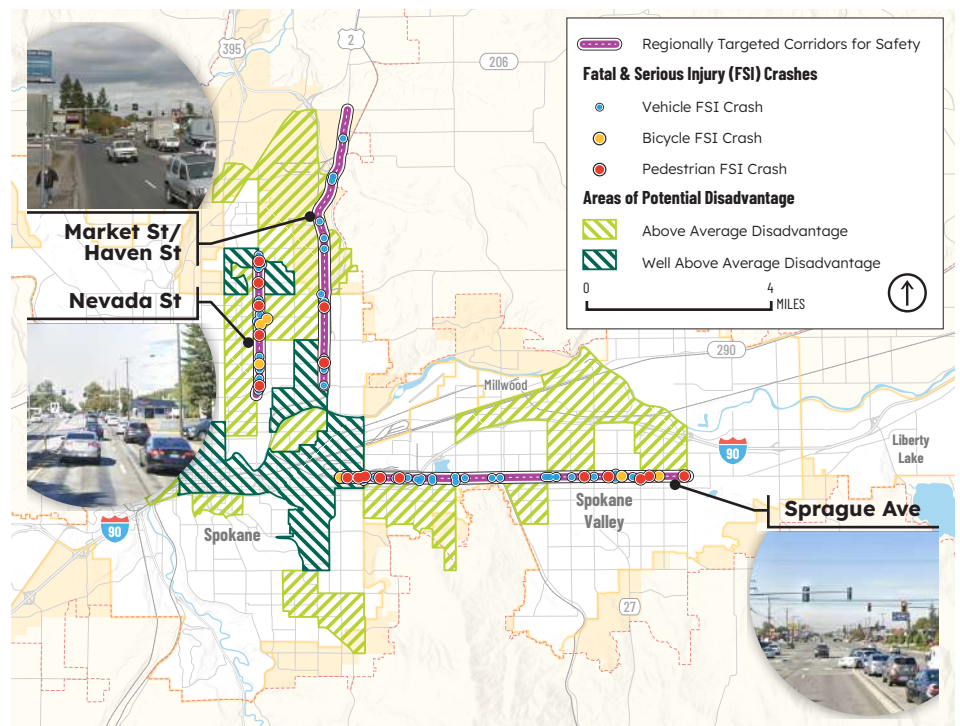
Expand activities to improve transportation safety in support of Target Zero.

- ▶ Direct additional funding to state and local agencies for safety projects that help achieve zero fatal and serious injuries.
- ▶ Promote collaboration between the new WSDOT Transportation Safety Office and MPOs/RTPOs to identify and address regional safety priorities.
- ▶ Enhance the impact of Regional Safety Action Plans (RSAPs) through collaborative efforts with the Washington Traffic Safety Commission, ensuring early integration of regional input in the priority-setting process.
- ▶ Support lowering the legal Blood Alcohol Concentration (BAC) limit from 0.08% to 0.05%. Research from the WA Traffic Safety Commission indicates lowering the BAC limit could reduce traffic deaths by an average of 11% annually.

Traffic fatalities and serious injuries in Washington state are at near-record highs, increasing 34% and 47% respectively since 2019. This marks the fastest five-year increase in traffic fatalities ever according to the Washington Traffic Safety Commission. In Spokane County fatal and serious injury (FSI) crashes increased by 74% from 2019 to 2024. To address this, SRTC developed a data-driven RSAP aiming for a 50% reduction in FSI crashes by 2030. The RSAP, based on extensive research and stakeholder engagement, identifies critical safety challenges and solutions. It emphasizes resource leveraging, collaboration, and ongoing evaluation to achieve Target Zero. Enhanced proactive collaboration with state partners is crucial for significant impact on this issue.

Regionally Targeted Corridors for Safety

The RSAP conducted a thorough analysis of FSI crashes within the SRTC planning area to establish a High Injury Network (HIN). This network includes corridors and intersections with the highest concentrations of FSI crashes. Additionally, the RSAP targeted three specific corridors where the HIN overlaps with disadvantaged areas and system improvements may have more significant outcomes. Conceptual plans for these corridors were developed to streamline future funding opportunities and offer guidance to local agencies interested in initiating safety strategies.



Legislative Priority Statements

Pursue strategies to effectively address maintenance and preservation needs.

- ▶ **Develop an approach for the programming of maintenance and preservation funds that balances funding needs with the ability to deliver projects over time.**

SRTC recognizes that current funding levels are not sufficient to maintain the existing transportation system in a state of good repair. SRTC also recognizes that Move Ahead Washington provided an increase in transportation preservation and maintenance funding by \$3 billion, however the time frame to deliver projects is difficult to achieve. Workforce challenges and supply chain disruptions have hindered project delivery and will continue to be a factor in the upcoming years. As additional funding for preservation and maintenance is considered, SRTC encourages a balanced approach that programs funding over time so state and local agencies can successfully deliver projects.



Support increased funding for Regional Transportation Planning Organizations.

- ▶ **Increase the Regional Transportation Planning Organization (RTPO) program budget by \$6.8 million a biennium to provide a base funding level of \$200,000 per year for each RTPO, to fully achieve the transportation planning outcomes and requirements of RCW 47.80.**

An assessment of the required functions of an RTPO was conducted, and a base level of funding necessary to address program shortfalls was identified. RTPOs have an important role in providing transportation planning support in rural and tribal areas across the state. However, funding allocations have not increased over time to keep pace with the rising cost of operations and expanded responsibilities of RTPOs, which now include tracking and monitoring vehicle miles traveled (VMT).

Revise the tax increment financing (TIF) public financing method.

- ▶ **Expand the TIF framework to include provisions for allocating a portion of state property and/or sales tax collected within a TIF boundary for state facilities.**

TIF is a valuable public financing method to encourage cost-effective development, improve infrastructure, and revitalize areas in need of investments without placing an immediate burden on taxpayers. The method uses future increases in property and sales tax revenues generated within a designated area to fund identified infrastructure and development projects within that area. Greater flexibility in TIF would enable it to be tailored to a community's specific needs, allowing for diverse projects improvements that address local priorities and challenges.



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 diversity in the development of alternative fuel technologies.

- ▶ Support the development of electric charging infrastructure.
- ▶ Support and monitor the development of alternative fuels across the spectrum of vehicle types through pilot projects or other means.

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 understanding 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.

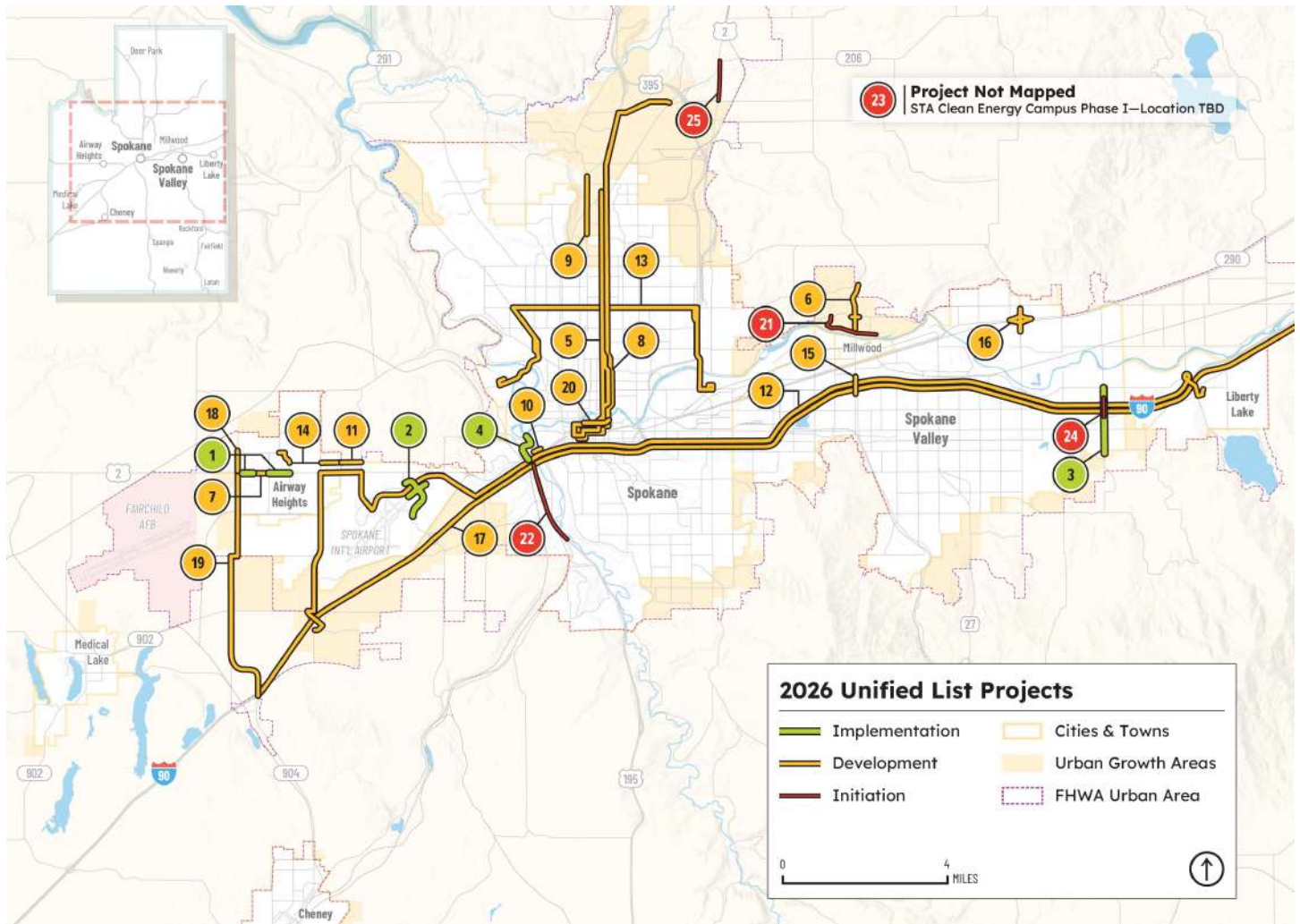
Maintain currently committed legislative investments.

- ▶ Ensure legislative investments are upheld and continue as scheduled to avoid delays which increase overall project costs and have detrimental impacts on other coordinated projects and community initiatives.



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	\$ 34.5	28%
Development	16	\$ 580.4	\$ 182.8	\$ 397.6	\$ 213.6	37%
Initiation	5	\$ 194.8	\$ 55.3	\$ 139.5	\$ 32.4	17%
Totals*	25	\$ 896.4	\$ 303.3	\$ 593.0	\$ 280.4	31%

*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	\$5.0
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	\$2.0
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	None
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	None
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	None
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	\$6.8
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	\$5.0
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	\$2.6
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	\$10.0
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	\$4.0
25	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	\$10.9	None	None



Project Information Sheets

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