



Spokane Regional Transportation Council

Transportation Advisory Committee Meeting

Wednesday, August 26, 2026

 www.srtc.org

 509-343-6370

 421 W Riverside Ave, Suite 500
Spokane, WA 99201





Division Street BRT

Spokane Regional Transportation Council

August 26, 2026

Division Street BRT Purpose

Increase overall mobility by delivering a high quality, fast, frequent bus service for the Division Street corridor.

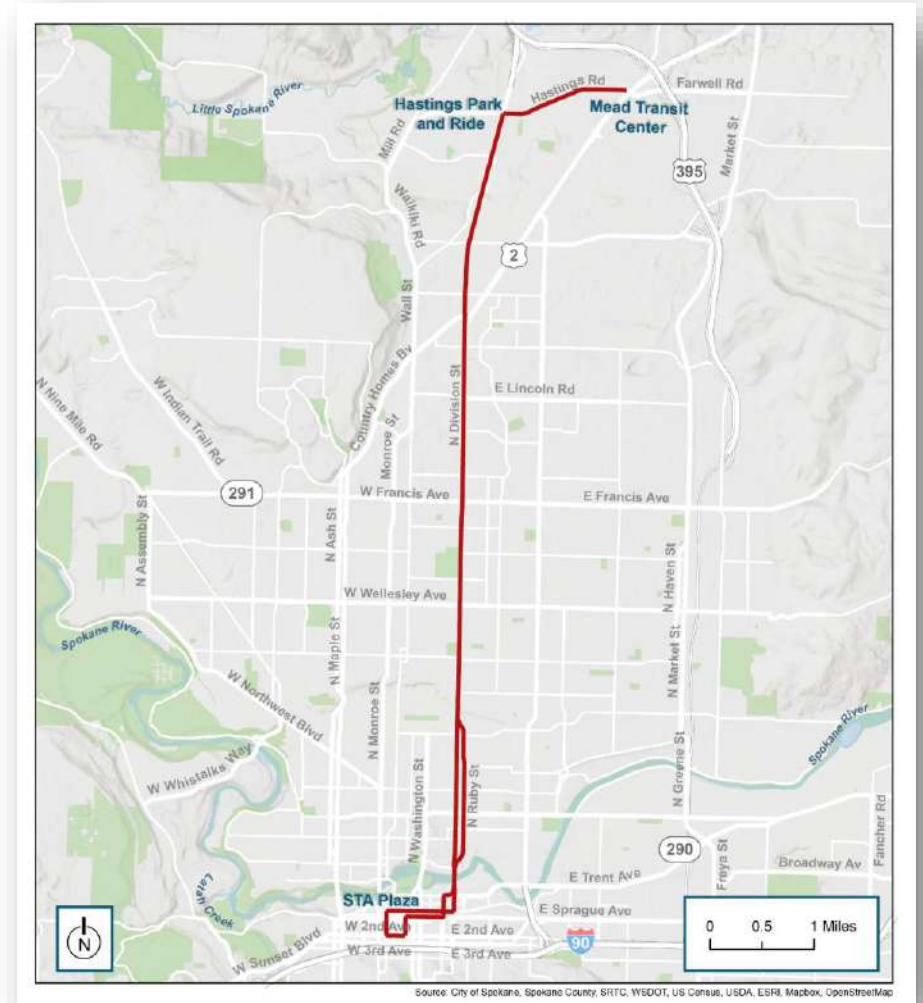


Division St. (Looking South)

- Provide an **affordable** choice to connect people to jobs, schools, and services.
- Support **access** for community members who can't drive or don't have access to a car.
- Reduce confusion and encourage a **safer corridor** by clearly marking how to use the roadway.

Bus Rapid Transit Preferred Alternative

- Bus Rapid Transit (BRT) corridor extending 10-miles from Downtown Spokane to Farwell Rd at US 395
- Frequent service (10-15 minutes)
- Zero-emission 60-foot buses with doors on both sides
- Transit priority measures including signal priority and Business Access & Transit (BAT) lanes
- NOTE: Preferred alternative is more expansive than current program (Phase I)



Division Street Considered High Capacity Transportation (HCT) Complement to the NSC

Tighter urban footprint, with HCT assumption shifted to Division Street (Connecting Washington phases)

2022 Move Ahead WA cemented Legislative intent for Division Street implementation, committing \$50M toward implementation

Extra ROW to accommodate future “HCT” (original NSC scope)

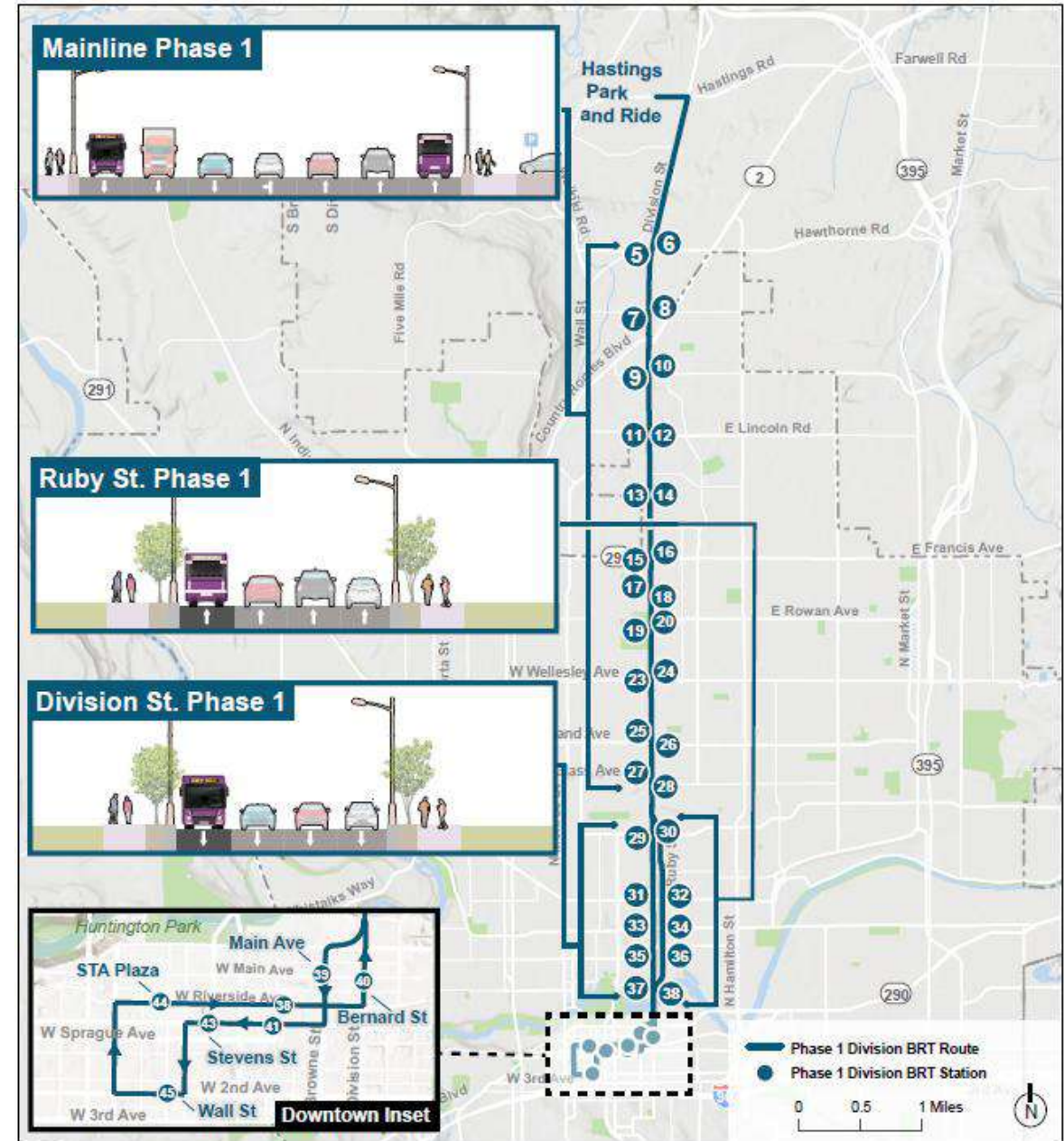


Project History

- **2008** – City of Spokane Downtown/UD Transportation study
- **2010** – STA developed **Connect Spokane**
- **2013** – Division BRT first included in SRTC's **long range transportation plan**
- **2016** – **STA Moving Forward** plan
- **2019** – "**DivisionConnects**" corridor study begins
 - Multi-jurisdictional study, funded by STA, SRTC, WSDOT
 - Bus Rapid Transit (BRT)
 - Active transportation
 - Land use/Transit Oriented Development (TOD)
 - Multi-agency effort
- **2021 – Phase 1**
 - Locally Preferred Alternative (LPA) for BRT
 - Travel demand and the North Spokane Corridor
- **2022 – Phase 2**
 - Preliminary review of land use/Transit Oriented Development (TOD) opportunities
 - Active transportation projects
 - Travel demand modeling
- **2023**
 - Refined LPA adopted

Phase 1 - Minimum Operable Segment (MOS)

- Construct 40 new stations from downtown to Hawthorne Road
- Hastings Park and Ride operates as interim northern terminus
- Implement BAT lanes through the Division/Ruby couplet only
- Implement Transit Signal Priority (TSP) along the corridor
- 15-minute frequency for most hours of the service day
- Projected annual ridership: 1.4 million annual boardings (52% increase over 2024)



Design Elements

- Preliminary design in process
- Several left-side stations and one center running station
- Real-time information displays
- Neighborhood station identification collaboration with Spokane Arts
- Custom designed passenger shelter
- Division branded HPT marker
- Passenger amenities (lighting, benches, ticket vending machines, leaning rails, refuse containers, and pedestrian railing)



Transit Signal Priority (TSP)

- TSP will be implemented from N. River Dr. to Hastings Rd.
 - Limited TSP (equipment only) at startup for several intersections
 - Additional TSP may be turned on in the future after monitoring for potential traffic impacts
- At launch, TSP will only be granted if buses are more than 2-minutes late
 - If negligible traffic impacts, this condition may be modified in the future
- Each intersection will include Gridsmart, CCTV cameras, GPS, EVP, updated controllers as needed
- Operational parameters defined by the City of Spokane & WSDOT
- System will be monitored by City and STA, adjustments as necessary

Business Access and Transit Lanes (BAT)

- Completed traffic modeling and traffic impact analysis; confirmed capacity to repurpose a GP lane to a BAT lane
- Phase I limited to the 4-lane couplet segment
- BAT lanes will be right-side on Division St. and left-side on Ruby St.
- Limited to transit and turning vehicles
- Completed study on industry standards for BAT lane pavement marking
- Study recommended partial red pavement markings in lieu of full-lane treatment



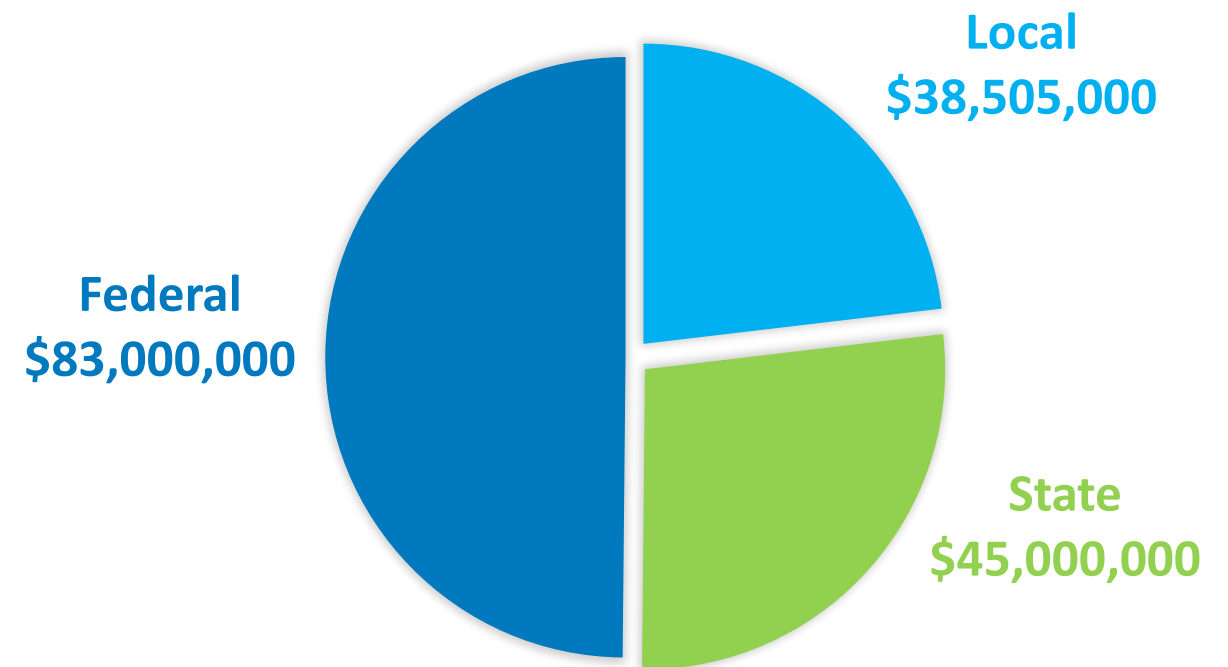
Division St. Southbound



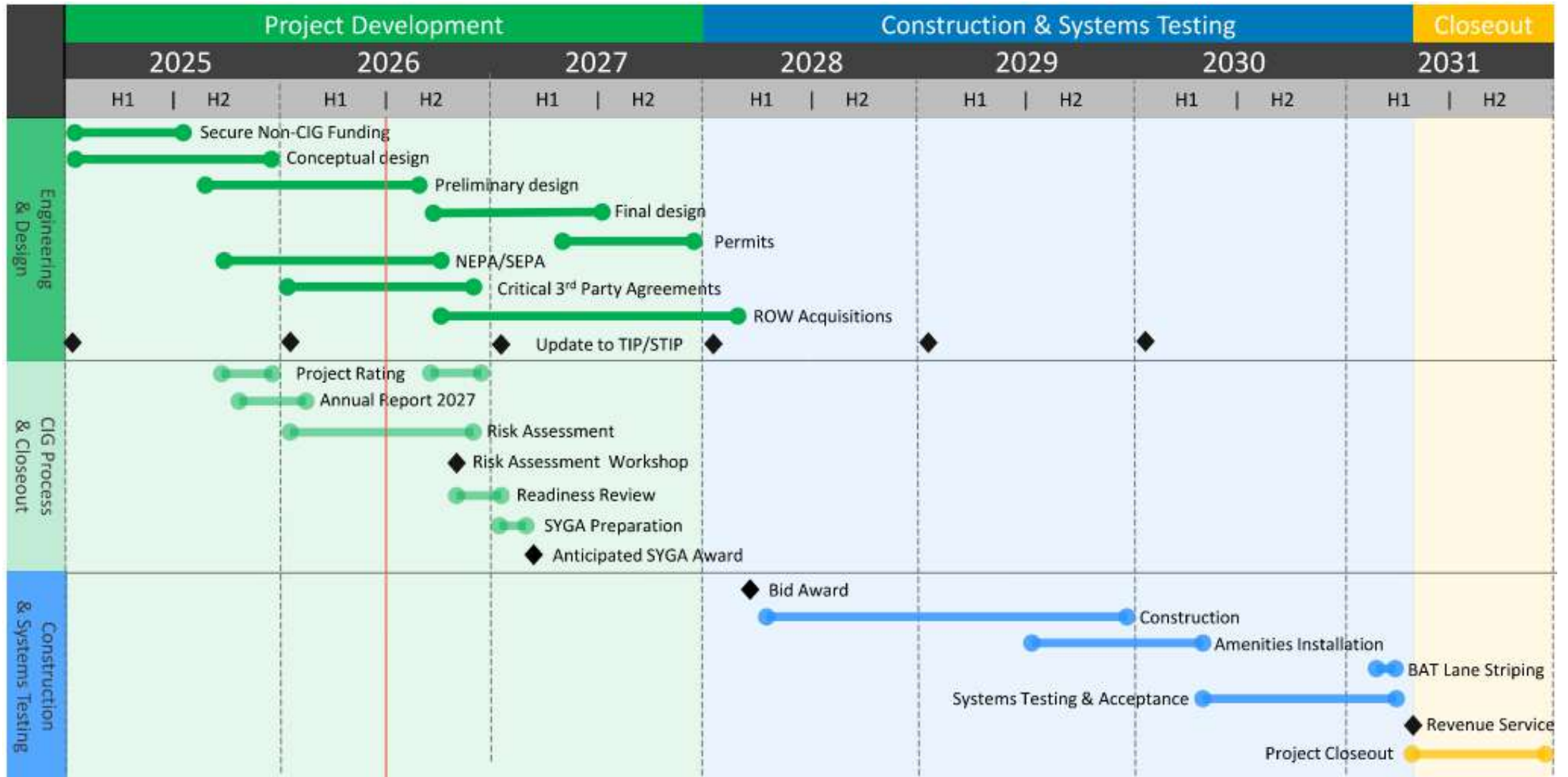
Ruby St. Northbound

Phase 1 Funding Sources

Source	Amount	Status
Local	\$38,505,000	Programmed
State	\$21,794,000	Secured
	\$23,206,000	Committed
Federal	\$1,000,000	Secured
	\$82,000,000	Allocated
TOTAL COST	\$166,505,000	



Phase 1 Project Schedule



Current Project Activities

- Nearing completion of preliminary design
- Station architectural design ongoing
- Station artwork project in process
- Finalized traffic impact analysis work; currently reviewing TSP impacts
- Working with FTA through the grant review process
- Nearing completion of the environmental review process
- Ongoing coordination with agency partners

Browne and Main (Southbound)



Project Development Outreach

- Neighborhood Councils
- Mailers
- Impacted landowner and business owner meetings
- Open Houses
- Website with station specific information
- Leadership Series events

Local Jurisdiction Coordination



- Continued coordination with agency partners
- Technical Advisory Committee (TAC)
 - WSDOT, County, City, SRTC staff
 - Meet bi-weekly
- Bi-weekly TSP design meetings with the City of Spokane ongoing
- Utility provider coordination ongoing

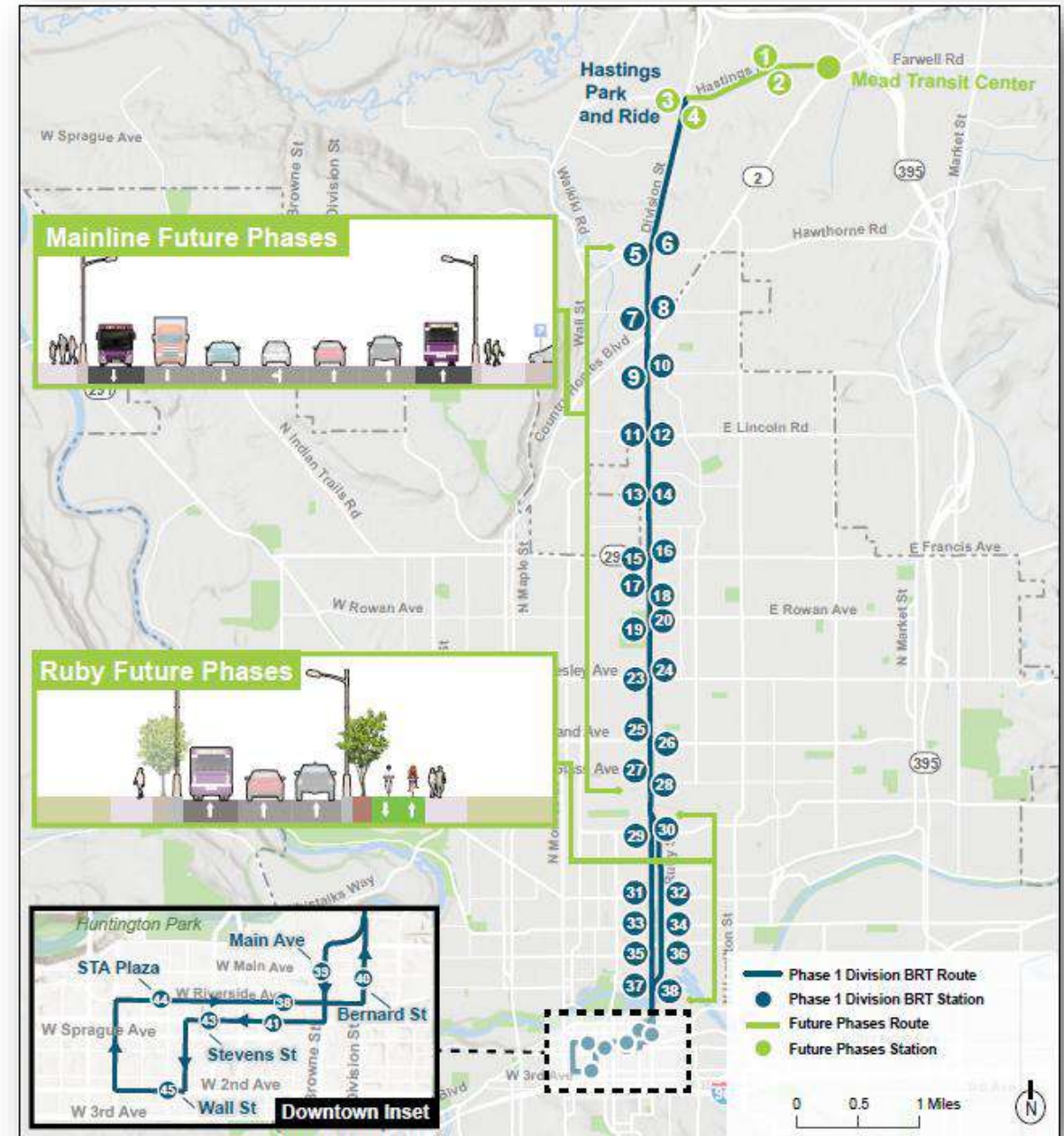


Looking Ahead

- Continued attendance at neighborhood council meetings in Fall 2026
 - Division St. BRT project update
 - Station Identification / Arts update
- Continued outreach to specific property owners and businesses along the route
- Transition from preliminary design to final design
- FTA grant agreement in 2027
- Begin property acquisitions following NEPA approval

Future BRT Phases

- Expected after completion of NSC and as funding allows
- Build future transit center in Mead area
- Build stations north of Hawthorne Road and extend the route to Mead transit center
- Extend BAT lanes north from the couplet to the Division “Y”
- Build pedestrian/bicycle facility on Ruby Street
- Increase service frequency
- 2050 projected ridership of 2.69 million annual boardings, nearly double Phase I ridership projections



Learn about the project

Email:

divisionbrt@spokanetransit.com

Follow:



[/spokanetransit](#)



[@spokane_transit](#)



[/spokanetransit](#)

[Scan this QR Code to Learn More](#)



Learn More:

spokanetransit.com/divisionbrt

Project Interactive Map

tinyurl.com/divisionBRT

Questions?



CY 2027 Unified List

Draft List of Projects

SRTC Committees

Agenda Item 5

Page 17 (TTC) / 20 (TAC)

August 26, 2026



Unified List Purpose + Process



- ▶ **The Unified List is a strategic tool used to communicate current regional transportation priorities to legislators for potential funding opportunities**
- ▶ **Updated Annually**
- ▶ **New projects added, funded projects removed**

Initiation

Development

Implementation

Key Dates

- ▶ **Project Submittal Period** ✓ Complete
May 15 – June 12
- ▶ **SRTC Project Review & Draft List Development** ✓ Complete
June 15 – August 14
- ▶ **Draft List**
August 26 (TTC & TAC), Sept 10 (Board)
- ▶ **Final List**
State Version: Sept 23 (TTC & TAC), Oct 8 (Board)
Federal Version: Sept 23 (TTC & TAC), Nov 12 (Board)

Updated Evaluation Criteria



Economic Vitality



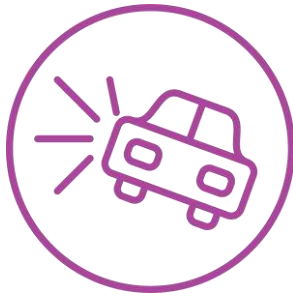
Cooperation & Leadership



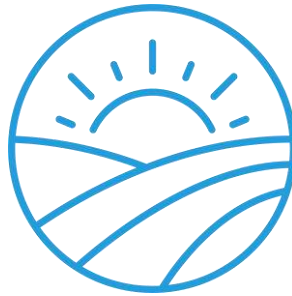
Stewardship



Operations Maintenance & Preservation



Safety & Security



Quality of Life



Equity

2027 Submittals Summary

▶ **28 projects submitted**

~\$530 million in federal requests

~\$370 million in state requests

▶ **8 new projects submitted**

- 1) **STA Fleet Electrification Infrastructure** (STA)
- 2) **Freya – Wellesley to Francis** (City of Spokane)
- 3) **Paratransit & Rideshare Operations Base** (STA)
- 4) **Thorpe Rd/Fairchild 2nd Gate Entrance** (Spokane County)
- 5) **Francis/Assembly/Driscoll Intersection** (City of Spokane)
- 6) **Hayford Rd and McFarlane Rd Roundabout** (City of Airway Heights)
- 7) **Glenrose Corridor - 57th Ave to Spokane Valley City Limits** (Spokane County)
- 8) **Hatch Rd/57th Ave Intersection** (City of Spokane)

Draft List Considerations

- ▶ **Consistency with previous year's list**
- ▶ **Overall project scores**
- ▶ **Maintaining a focused list that reflects regional needs**
- ▶ **Ensuring flexibility to respond to funding opportunities**

Draft List: Implementation Projects

Project Title	Agency	Total Cost	Federal Request	State Request	Score
1 I-90/Valley High Performance Transit (HPT)	STA	\$31.85 million	None	None	217
2 US 2 Multimodal Improvements Project, Phase I	Airway Heights	\$21.04 million	\$11.75 million	\$11.75 million	213
3 Sullivan/Trent Interchange	Spokane Valley	\$50.71 million	None	\$9.11 million	196
4 Fish Lake Trail Connection Phase 2-3	Spokane	\$18.04 million	\$11.05 million	\$11.05 million	162
5 STA Fleet Electrification Infrastructure NEW PROJECT	STA	\$15.35 million	None	None	95

Draft List: Development Projects

Project Title	Agency	Total Cost	Federal Request	State Request	Score
1 Division Bus Rapid Transit (BRT)	STA	\$166.51 million	\$82.00 million	None	225
2 Argonne Bridge at I-90	Spokane Valley	\$27.53 million	\$3.00 million	\$10.00 million	216
3 US 2 Multimodal Improvements Project, Phase II	Airway Heights	\$26.72 million	\$22.83 million	\$22.83 million	214
4 Wellesley High Performance Transit (HPT)	STA	\$9.68 million	None	\$5.00 million	200
5 Division St Active Transportation Access Improvements	Spokane	\$26.10 million	\$23.67 million	\$23.67 million	198
6 Spokane Falls Blvd	Spokane	\$14.45 million	\$13.70 million	\$13.70 million	192
7 Latah Bridge Rehabilitation	Spokane	\$65.08 million	\$59.78 million	\$59.78 million	189
8 Argonne Rd/Upriver Dr Intersection	Spokane County	\$6.50 million	\$6.50 million	\$0.88 million	186
9 Craig Rd & I-90 Four Lakes Connection	Spokane County	\$66.90 million	\$61.30 million	None	172
10 Craig Rd Complete Street Project	Airway Heights	\$11.21 million	\$10.00 million	\$10.00 million	163
11 West Plains Connection - Spokane Phase	Spokane	\$6.30 million	\$5.80 million	\$5.80 million	155
12 Wall St Safety and Capital Improvement Project	Spokane County	\$17.50 million	\$16.90 million	None	150

Draft List: Initiation Projects

Project Title	Agency	Total Cost	Federal Request	State Request	Score
1 Barker/I-90 Interchange (Mission to Appleway)	Spokane Valley	\$71.76 million	\$2.00 million	\$10.00 million	217
2 Freya - Wellesley to Francis NEW PROJECT	Spokane	\$14.47 million	\$12.51 million	\$12.51 million	172
3 21st Ave Improvements Phase I	Airway Heights	\$8.29 million	\$8.29 million	\$8.29 million	165
4 US 195 Corridor Projects	Spokane	\$142.71 million	\$138.71 million	\$138.71 million	163
5 Paratransit & Rideshare Operations Base NEW PROJECT	STA	\$30.00 million	None	\$6.00 million	159
6 Thorpe Rd/Fairchild 2nd Gate Entrance NEW PROJECT	Spokane County	\$3.08 million	\$3.08 million	None	138
7 Francis/Assembly/Driscoll Intersection NEW PROJECT	Spokane	\$8.98 million	\$7.55 million	\$7.55 million	131
8 Hayford Rd and McFarlane Rd Roundabout NEW PROJECT	Airway Heights	\$2.37 million	\$2.29 million	\$2.29 million	116
9 Clean Energy Campus Acquisition	STA	\$10.00 million	None	None	115
10 Glenrose Corridor - 57th to Spokane Valley City Limits NEW PROJECT	Spokane County	\$24.00 million	\$24.00 million	None	109
11 Hatch Rd/57th Ave Intersection NEW PROJECT	Spokane	\$1.90 million	\$1.43 million	\$1.43 million	87

Next Steps

- ▶ **September 10**

Review Draft CY 2027 Unified List (State Version) with SRTC Board

- ▶ **September 23**

Return to TTC & TAC with final state/federal list of projects for recommendation

- ▶ **October 8**

Present final State List to SRTC Board for approval / Review draft Federal List

- ▶ **November 12**

Present final Federal List to SRTC Board for approval

Draft 2027-2030 Transportation Improvement Program

SRTC Committees

Ben Kloskey, Associate Transportation Planner II

TTC | Agenda Item 6, Page 19

TAC | Agenda Item 6, Page 22

August 26, 2026



Transportation Improvement Program (TIP)

- Transportation projects/programs for the next four years
- Federal funding and regionally significant
- Demonstrate reasonably available revenue
- Consistency between the TIP and the MTP
- Describe anticipated effect of the TIP toward achieving performance management targets
- Provide reasonable opportunity for public comment

Draft 2027-2030 TIP

- ~ \$660m total
- 58 projects/programs
 - 1 new project
- Fiscally constrained



2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM



ADOPTED XX/XX/2026

Project Types	Number of Projects	% of Projects	Programmed Funds	% of Program	% of Program w/o NSC
Active Transportation	1	2%	\$ 2,874,813	0%	1%
Airport/Airplane	1	2%	\$ 20,000,000	3%	5%
Bridge Rehabilitation	3	5%	\$ 5,927,066	1%	2%
Bridge Replacement	3	5%	\$ 7,414,430	1%	2%
Commute Trip Reduction Program	1	2%	\$ 1,150,700	0%	0%
Guardrail / Roadside Maintenance	2	3%	\$ 2,143,000	0%	1%
High Performance Transit	3	5%	\$ 80,409,038	12%	21%
Interchange Expansion	1	2%	\$ 5,202,312	1%	1%
Interchange Reconstruction	2	3%	\$ 4,500,000	1%	1%
Metropolitan Planning	1	2%	\$ 1,156,070	0%	0%
Other Roadway Capital	1	2%	\$ 2,560,000	0%	1%
Other Transit	2	3%	\$ 116,418,054	18%	31%
Ped/Bike Non-Infrastructure	1	2%	\$ 2,400,000	0%	1%
Planning Study	1	2%	\$ 924,856	0%	0%
Preservation - Overlays & Sealers	14	24%	\$ 45,785,560	7%	12%
Reconstruction	3	5%	\$ 22,853,295	3%	6%
Roadway Capital - NSC	4	7%	\$ 285,808,800	43%	
Roundabout	5	9%	\$ 15,946,767	2%	4%
Shared Use Path	4	7%	\$ 18,557,065	3%	5%
Sidewalk Infill/Rehab	1	2%	\$ 440,030	0%	0%
Signal Installation/replacement	1	2%	\$ 2,097,000	0%	1%
SRTMC	1	2%	\$ 2,784,670	0%	1%
Transit Bus Purchase	1	2%	\$ 10,835,390	2%	3%
Transit Program	1	2%	\$ 5,833,421	1%	2%
Total:	58	100%	\$ 664,022,337	100%	100%

Federal Funding

Table 1. Regional Allocations to Local Projects

Fund Type	Year	Starting Balance	Annual Allocation	Available Revenue	Total Amount Programmed	Ending Balance
STBG Regional (UL, US, R)	2027	\$(3,376,849)	\$9,748,235	\$6,371,386	\$6,281,067	\$90,319
STBG Regional (UL, US, R)	2028	\$90,319	\$9,748,235	\$9,838,554	\$9,049,714	\$788,840
STBG Regional (UL, US, R)	2029	\$788,840	\$9,748,235	\$10,537,075	\$6,777,074	\$3,760,001
STBG Regional (UL, US, R)	2030	\$3,760,001	\$9,748,235	\$13,508,236	\$906,420	\$12,601,816
TA Set-Aside (UL, US, R)	2027	\$(816,782)	\$1,084,220	\$267,438	\$264,766	\$2,672
TA Set-Aside (UL, US, R)	2028	\$2,672	\$1,084,220	\$1,086,892	\$511,892	\$575,000
TA Set-Aside (UL, US, R)	2029	\$575,000	\$1,084,220	\$1,659,220	\$1,150,000	\$509,220
TA Set-Aside (UL, US, R)	2030	\$509,220	\$1,084,220	\$1,593,440	\$0	\$1,593,440
CMAQ	2027	\$1,919,069	\$2,746,855	\$4,665,924	\$4,166,853	\$499,071
CMAQ	2028	\$499,071	\$2,746,855	\$3,245,926	\$2,910,642	\$335,284
CMAQ	2029	\$335,284	\$2,746,855	\$3,082,139	\$3,013,898	\$68,241
CMAQ	2030	\$68,241	\$2,746,855	\$2,815,096	\$0	\$2,815,096
CRP (UL, US, R)	2027	\$689,885	\$0	\$689,885	\$440,030	\$249,855
CRP (UL, US, R)	2028	\$249,855	\$0	\$249,855	\$0	\$249,855
CRP (UL, US, R)	2029	\$249,855	\$0	\$249,855	\$0	\$249,855
CRP (UL, US, R)	2030	\$249,855	\$0	\$249,855	\$0	\$249,855

PM 2: Bridge and Pavement Targets

Bridge Condition-Statewide	Baseline Data	4-year Target (2026)*
Percent of NHS Bridges in good condition (weighted by deck area)	33.0%	30%
Percent of NHS Bridges in poor condition (weighted by deck area)	7.5%	10%

*Supported by the SRTC Board of Directors on 4/13/2025. A full listing of National Bridge Inventory facilities in the SRTC planning area is included below in Appendix C.

Public Transit Asset Management Targets

Asset Category	Asset Class	Baseline Performance	STA Target & Proposed Regional Target*
	Buses	92%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	97%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
Rolling Stock	Rideshare Vans	98%	Maintain the rideshare van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Special Use Vans	100%	Maintain the special use van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
Equipment	Support of Non-Revenue Vehicles	81%	Maintain the support or non-revenue fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
Facilities	Administration, Maintenance, passenger and parking facilities	95%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3 (adequate) or better

Project Layers

- ☒ 1 Active Transportation
- ☒ 2 Bridge
- ☒ 3 Other
- ☒ 4 Planning
- ☒ 5 Preservation
- ☒ 6 Rail/Road Crossing
- ☒ 7 Reconstruction
- ☒ 8 Roadway Capital
- ☒ 9 Safety & Security
- ☒ 10 TDM
- ☒ 11 Transit
- ☒ 12 TSMO

Project Filters

Project Type
All

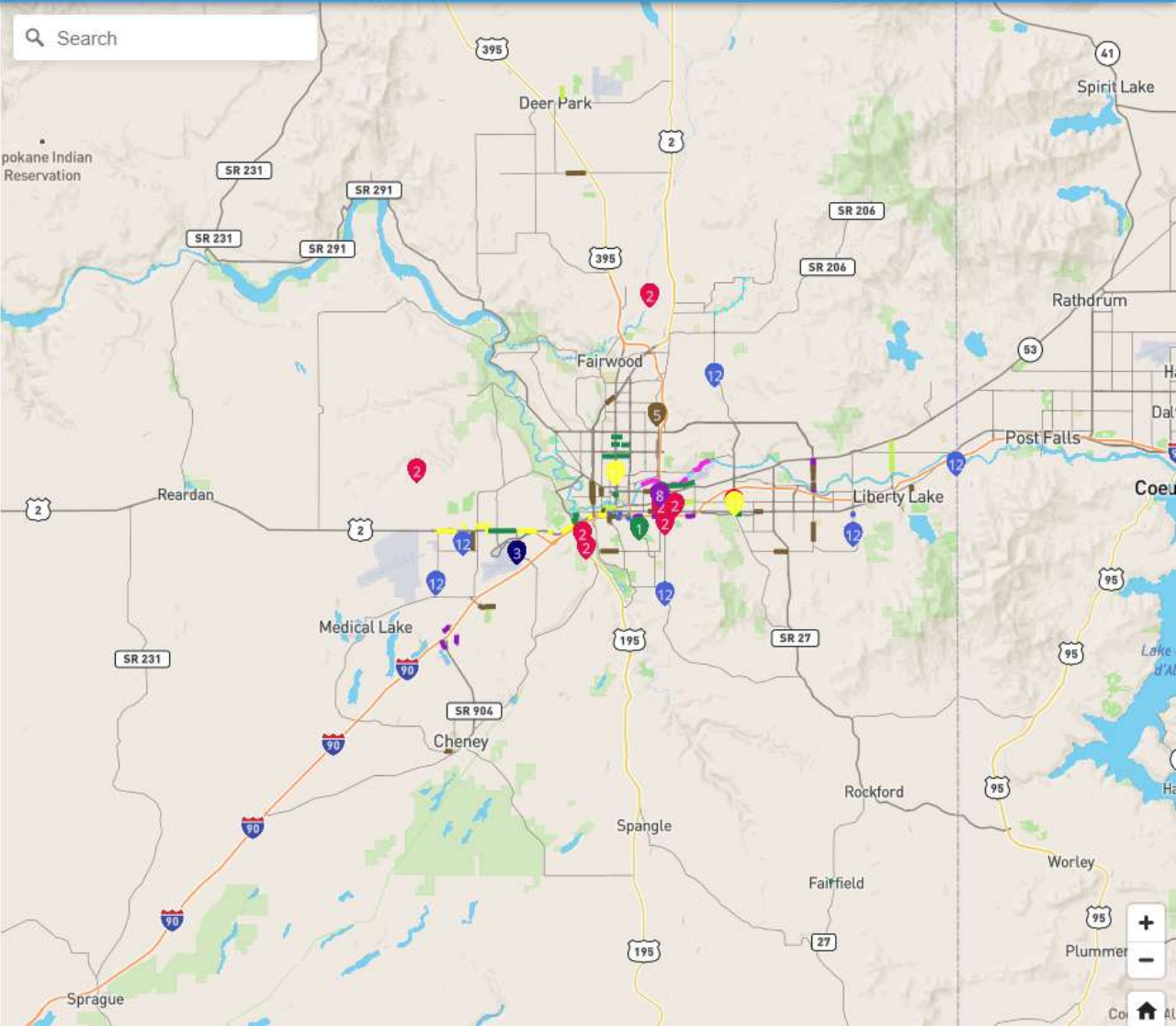
Funding Source
All

Year Programmed
All

66 Projects (only displaying mapped projects)

EXPORT

Project ID	WSDOT ID	Lead Agency	Project Title	Project Type	Fu So	Cost
SRTC-1235	WA-16841	Spokane	29th Ave. – S...	Preservation - ...	Fe	\$5,125,000
SRTC-1131	WA-16726	Spokane Valley	32nd Ave Pre...	Preservation - ...	Fe	\$2,925,000
WA-15747	WA-15747	Spokane	3rd Ave. - Stev...	Preservation - ...	Fe	\$3,446,000
SRTC-1109	C3346	Spokane Co.	Aero Road Pr...	Preservation - ...	Fe	\$1,839,000
SRTC-1152	WA-11223	Spokane Inter...	Airport Drive...	Airport/Airpla...	Fe	\$31,000,000
SRTC-1231	WA-16714	Spokane Tran...	Airway Height...	High Perform...	Fe	\$850,000
SRTC-1122	WA-16697	Spokane Valley	Appleway Trai...	Shared Use P...	Fe	\$1,405,000
SRTC-1236	WA-16856	Spokane Valley	Argonne I-90 ...	Bridge Replac...	Lo	\$2,005,429
SRTC-1032	WA-15459	Spokane Tran...	Argonne Stati...	Other Transit	Fe	\$13,700,000



Draft 2027-2030 TIP

- Draft will be available for public comment from 9/1 through 10/1.
- TIP Open House
 - September 24th, 4:30-6pm
 - Spokane Central Library
 - Event Room A



2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM



ADOPTED XX/XX/2026

Questions

- bkloskey@srtc.org