

# **2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM**

**ADOPTED XX/XX/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 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



## 2027-2030 Transportation Improvement Program

---

Approved October XX, 2026

Please email [contact.srtc@srtc.org](mailto:contact.srtc@srtc.org) or call 509-343-6370 to receive additional copies of this document.

### Notice of Nondiscrimination

SRTC does not exclude, deny, or discriminate on the basis of race, color, national origin, gender, veteran status, familial or marital status, medical condition, disability, or any other characteristic protected under applicable federal or state law in its hiring or employment practices, or in its admission to, access to, or operations of its programs, services, or activities. Information on Americans with Disabilities Act (ADA) complaint procedures, as well as ADA complaint forms, can be found at the following link: <https://www.srtc.org/civil-rights>.

### Title VI Notice to the Public

Spokane Regional Transportation Council is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. No person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to any SRTC program or activity. SRTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

Any person who believes they have been affected by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with SRTC. Any such complaint must be in writing and filed with SRTC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at <https://www.srtc.org/civil-rights> or call (509) 343-6370.

**This document can be provided in alternate languages upon request.**

**Este documento se puede proporcionar en idiomas alternativos a pedido.**

**Этот документ может быть предоставлен на других языках по запросу.**

**Tài liệu này có thể được cung cấp bằng các ngôn ngữ khác theo yêu cầu.**





# Table of Contents

|                                                                        |           |
|------------------------------------------------------------------------|-----------|
| <b>Introduction</b>                                                    | <b>7</b>  |
| Spokane Regional Transportation Council.....                           | 7         |
| TIP Development Process.....                                           | 8         |
| TIP Consistency Determinations.....                                    | 9         |
| Status of Obligated Projects.....                                      | 12        |
| <b>Financial Plan</b>                                                  | <b>13</b> |
| Project Selection .....                                                | 13        |
| Financial Feasibility Summary .....                                    | 13        |
| Federal Funding .....                                                  | 14        |
| State Funding.....                                                     | 16        |
| Local Funding.....                                                     | 17        |
| <b>2027-2030 TIP Projects</b>                                          | <b>17</b> |
| Overview .....                                                         | 17        |
| Document Organization .....                                            | 19        |
| <b>APPENDIX A</b>                                                      | <b>23</b> |
| SRTC Information.....                                                  | 23        |
| <b>APPENDIX B</b>                                                      | <b>25</b> |
| Amendments and Administrative Modifications.....                       | 25        |
| <b>APPENDIX C</b>                                                      | <b>26</b> |
| Performance Measures and Statewide Targets.....                        | 26        |
| PM 1: Safety Targets .....                                             | 29        |
| PM 2: Bridge and Pavement Targets.....                                 | 29        |
| Public Transit Asset Management Targets.....                           | 30        |
| Public Transit Safety Goals, Objectives, and Performance Targets ..... | 31        |
| National Bridge Inventory Bridges in Spokane County (2025) .....       | 34        |
| TIP Projects by Performance Target Categories.....                     | 42        |
| <b>APPENDIX D</b>                                                      | <b>47</b> |
| Federal, State, and Local Revenues .....                               | 47        |
| <b>APPENDIX E</b>                                                      | <b>50</b> |
| Project Pages.....                                                     | 50        |







## Introduction

The Transportation Improvement Program (TIP) is a program of regional transportation projects planned for the next four years. The purpose of the TIP is to demonstrate that available resources are being used to implement the region's long-range transportation plan, also called a Metropolitan Transportation Plan (MTP), Horizon 2050.

## Spokane Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Spokane region, the Spokane Regional Transportation Council (SRTC) is responsible for developing the TIP.

SRTC is the lead agency for transportation planning and decision-making for the Spokane Metropolitan Planning Area (SMPA), which includes all of Spokane County.

The agency is governed by a Board of Directors made up of elected officials from member agencies and representatives from the following: Kalispel Tribe of Indians, Spokane Tribe of Indians, Washington State Department of Transportation (WSDOT), Washington State Transportation Commission (WSTC), Spokane Transit Authority (STA), a transportation private sector representative (major employer representative), a rail/freight representative and the Chairs of SRTC's Transportation Technical Committee (TTC) and Transportation Advisory Committee (TAC).

SRTC member agencies include all local jurisdictions and Tribes within Spokane County, WSDOT, STA, and WSTC. Member agencies coordinate their transportation planning activities to help with the development of the TIP, MTP, Unified Planning Work Program (UPWP), Congestion Management Process (CMP), and planning studies.

For more information on SRTC's member agencies, advisory committees, and Board of Directors please see Appendix A.

# TIP Development Process

## Federal and State Regulations

The requirements for the TIP development process are established in federal regulations (23 CFR § 450.326) and requires that a TIP:

- Include any projects with federal funding under 23 U.S.C. (Federal Highway Administration) and 49 U.S.C. Chapter 53 (Federal Transit Administration) and projects that are regionally significant. SRTC's definition for regionally significant can be found in the TIP Guidebook at <https://srtc.org/our-work/core-plans-and-programs/transportation-improvement-program/>. Only projects that are planning to obligate (meaning a jurisdiction has been approved to spend) funds within the next four years are required to be included in the TIP. If a project has already obligated all funds, the project is not included in the TIP, even if it is not yet completed. Conversely, if a project has federal funds but is not planning to obligate them within the next four years, the project is not included in the TIP;
- Include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase; the estimated total project cost, which may extend beyond the 4 years of the TIP and/or may precede the TIP period; the amount of Federal funds proposed to be obligated during each program year for the project or phase; and, identification of the agencies responsible for carrying out the project or phase;
- Ensure consistency between projects and programs in the TIP and the MTP;
- Demonstrate that the projects included in the TIP can be implemented with reasonably available resources;
- Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets;
- Provide reasonable opportunity for public comment, including a formal public meeting and posting the document online; and
- Be developed at least every four years by the MPO in cooperation with the State and any affected public transportation operators.

Beyond these federal regulations, Washington State law requires that a regional TIP must be updated at least every two years and include a program of projects for at least 4 years (RCW 47.80.023(5)). SRTC's practice is to update the TIP annually. The TIP is also regularly amended or corrected for accuracy through a formal process. The amendment and modification definitions can be found in Appendix B.

## Project Selection Process

SRTC is responsible for selecting projects for the federal Surface Transportation Block Grant (STBG) Program, STBG Set-Aside, Congestion Mitigation and Air Quality program (CMAQ) funds, and Carbon Reduction Program (CRP) for inclusion in the TIP. These projects are incorporated into the TIP along with other federally funded or regionally significant projects. In 2025, SRTC held a call for projects for the above funding for the years 2027-2029. The SRTC Board approved the funding awards as well as contingency lists at their July 2025 meeting. SRTC is also responsible for selecting projects for Federal Highway Infrastructure Program (HIP) funds when distributed from the state to SRTC.

Projects are selected by the SRTC Board of Directors through a competitive process designed to ensure that projects are prioritized consistent with the Guiding Principles which were used to develop the MTP. The selection process follows adopted procedures, involves a working group of stakeholders, and includes the opportunity for public input. Other projects may also be included in the TIP, such as a regionally significant local project, a grant funded project, or a WSDOT project. SRTC does not select these projects. However, the SRTC Board does support and approve these projects by adopting them into the TIP.

## Public Participation Plan

The public involvement process for the TIP is consistent with SRTC's Public Participation Plan (PPP). Participating agencies and the public are provided an opportunity to comment on the TIP several ways. Throughout the year, the public is invited to attend SRTC advisory committee meetings to discuss project selection, TIP amendments, and the 2027-2030 TIP development. Documentation from the meetings is posted to the SRTC website ([www.srtc.org](http://www.srtc.org)) and social media platforms.



To review and discuss the 2027-2030 TIP, a hybrid in-person/online public meeting was held on Thursday, September 24 from 4:30pm-6:00pm. Staff from several member agencies presented project information and answered questions about projects in the TIP. The public meeting was recorded and posted to SRTC's website.

A notice of the meeting was advertised in the Spokesman-Review, sent directly to an email distribution list of interested parties. The draft TIP document was posted to SRTC's website and shared to social media platforms to provide an opportunity for public review of the document.

The 30-day public comment period for the document was from 09/01/2026 to 10/01/2026. Public comments received during the comment period are compiled and addressed in Appendix G. SRTC coordinated with member jurisdictions for the responses to each comment.

## **Coordination with Neighboring Agencies**

SRTC coordinates with Kootenai County MPO (KMPO). The draft TIP was provided to KMPO for review during the public comment period.

SRTC coordinates with the Spokane Tribe of Indians, the Kalispel Tribe of Indians, and the Northeast Washington Regional Transportation Planning Organization to incorporate tribal transportation projects into the TIP as applicable. Reservation lands for both tribes fall within the Northeast Washington RTPO's planning area, however, each tribe also has tribal trust lands within SRTC's planning area. A process was developed to improve communication between all partners in the TIP process and to clarify which MPO/RTPO's TIP the Tribes would use for different project types. The draft TIP was provided to the Spokane Tribe and the Kalispel Tribe for input and comments.

## **TIP Consistency Determinations**

### **Metropolitan Transportation Plan**

The current MTP, Horizon 2050, was approved by the SRTC Board of Directors in December 2025. This plan identifies and recommends highway, transit, non-motorized, and other transportation related improvements that will help to meet future demand. Projects included in the TIP are drawn directly from the strategies and projects in Horizon 2050. The next scheduled update of the MTP (Horizon 2055) will be in December 2030.

### **Congestion Management Process**

In 2025 the SRTC Board of Directors approved an update to the Congestion Management Process (CMP) which is a regional approach for managing traffic congestion that includes information on the performance of the transportation system. The CMP also looks at strategies for managing congestion to meet state and local needs. SRTC implements this process, with the help of other area jurisdictions, as dictated by federal requirements. The CMP guides the agency's investments that address congestion.

Transportation projects designed to increase the capacity of single occupancy vehicles (SOVs) (i.e., widening roadways or building new facilities) may not receive federal funding unless the project has been identified in the CMP. Additionally, lower-cost travel demand and operational improvement methods must be considered first before a roadway's capacity can be increased.

The CMP network identifies congested corridors whose performance is monitored annually. Congestion management strategies are identified for the network's "Tier 1" corridors, which have regional importance and significant congestion. Strategies are tailored for each corridor individually and include a variety of travel demand, operational, freight, and capacity solutions. The CMP emphasizes implementing lower-cost strategies first.

Projects that include CMP strategies score higher in SRTC's competitive Call for Projects. Congestion-related criteria is included in the TIP call for projects application and scoring process.

Agencies must certify that any project significantly increasing SOV capacity has undergone a least-cost planning process and aligns with the strategies in the CMP before being included in the TIP. This may require documentation demonstrating the need for additional capacity and the least-cost alternatives considered prior to determining that new lanes are necessary. This requirement applies to all regionally significant projects on the CMP network.

In May 2025, the SRTC Board of Directors approved an update to the CMP, incorporating new data and strategies to align with current planning efforts.



## Air Quality Conformity

There are no areas for which a transportation conformity determination is required in the Spokane Metropolitan Planning Area (SMPA). Historically, it was required because the area had failed to attain two National Ambient Air Quality Standards (NAAQS): the 1971 Carbon Monoxide (CO) and 1987 Particulate Matter of 10 Microns (PM10). The Environmental Protection Agency (EPA) re-designated the area from nonattainment to attainment effective August 2005 for the 1971 CO NAAQS and for the 1987 PM10 NAAQS. Upon redesignation to attainment, EPA approved Limited Maintenance Plans (LMPs) for CO and PM10 for the area. These plans included air quality and transportation control measures.

During the first 20 years after the redesignation, the maintenance areas and plans were subject to additional assessments to verify that the air quality control measures were effective. This included the requirement to demonstrate transportation conformity with the maintenance plans and SIP. All projects in the previous MTPs, RTPs, and TIPs demonstrated that CO and PM10 levels do not exceed thresholds established for conformity and for attaining and maintaining health-based air quality standards.

Upon successful completion of the 20-year long maintenance planning period, the ongoing transportation conformity determinations are no longer required for 1971 CO NAAQS and for 1987 PM10 NAAQS. The air quality control measures and contingency measures that were approved in the LMPs remain effective in the area. The area will continue to qualify for the Congestion Mitigation and Air Quality (CMAQ) program to ensure ongoing mitigation of transportation impacts on air quality. SRTC will continue to collaborate with the local and state air quality agencies on general air quality and transportation projects.

## Safe and Complete Streets Policy

After SRTC Board approval, the Safe and Complete Streets Policy went into effect in January 2013. The primary purpose of the policy is to ensure that the safety and convenience of all transportation system users (pedestrians, bicyclists, transit users, motorists, freight providers and emergency responders) are considered during the planning and programming of projects. The SRTC Safe and Complete Streets Policy and checklist applies to all roadway construction and all phases roadway reconstruction projects that are required to be included in the TIP.

## Performance Management

WSDOT and SRTC are currently in full compliance of setting performance targets as originally defined in Moving Ahead for Progress in the 21st Century (MAP-21). SRTC has agreed to plan and program projects so that they contribute to all statewide and public transit targets as reported to the Federal Highway Administration and Federal Transit Administration. Detailed performance targets can be found in Appendix C.

This TIP includes investments for safety, bridge and pavement preservation projects that support SRTC's effort to meet the adopted statewide performance management targets. Additionally in this TIP, projects awarded through CMAQ funding address removing CO and PM10 emissions. Other investments that lead to improved performance in the TIP are funded using state Highway Safety Improvement Program funds to reduce crash frequency and severity.

## Federal Highway Administration Performance Targets

Title 23 (Federal Highways) USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming. WSDOT and MPOs have been coordinating since 2015 to meet the requirements in the following national goal areas: Safety, Infrastructure Condition, Congestion, System Reliability, Freight Movement and Environmental Sustainability.

## Safety Targets

The stated goal for Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five annual safety performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

MPOs are also required to establish performance goals for the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. MPOs can agree to either support the

State DOT targets or establish separate MPO targets specific to the metropolitan planning area.

In 2019, WSDOT established a collaborative process with MPOs to share data and set performance targets. SRTC supports programs and projects that contribute to statewide annual safety targets set by WSDOT. In 2026, the SRTC Policy Board agreed to plan and program projects in support of the state's PM 1 safety targets. Safety targets are reported to WSDOT and the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

Separately, In February 2024, the SRTC Policy Board approved a resolution adopting safety targets for the greater Spokane region. The safety targets were identified within SRTC's Regional Safety Action Plan (RSAP). You can find more information within Appendix C or by visiting SRTC's Regional Safety Action Plan webpage: <https://www.srtc.org/rsap>.

## **Pavement and Bridge Targets**

RCW 47.05 and WSDOT's Highway System Plan set the direction for infrastructure condition management in Washington State, which is to preserve pavements and bridges at the lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

SRTC agrees to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan, certified by FHWA in 2022.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with SRTC and other MPOs to establish performance measures and communicate pavement and bridge management practices, as well as what these practices mean in the context of the NHS. WSDOT regularly release information about the annual average state facility needs for pavements and bridges within each MPO boundary.

Each year, SRTC processes National Bridge Inventory data and coordinates with local agencies on bridges in poor condition. Through this process, the agency is taking steps to better understand bridge deterioration in order to anticipate future needs for bridge funding moving forward.

## **System Performance, Freight, and CMAQ Targets**

In 2023, Washington MPOs and WSDOT set, adopted, and reported statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures to FHWA. SRTC agrees to plan and program projects to work towards and achieve Washington Highway System Performance, Freight, and Congestion Mitigation and Emissions Performance under 23 CFR 490. Washington State MPOs and WSDOT continue to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of this group is to increase the consistency between regional plans and WSDOT's statewide plans. This includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT is partnering with SRTC is by sharing performance data and analytics through the Regional Integrated Transportation Information System (RITIS) tool. The state's financial participation makes this tool available for WSDOT and SRTC to use the system in evaluating regional targets and to assist in our SRTC decision making processes.

Over the coming years WSDOT and its partners will further align planning and programming areas with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.



## Federal Transit Administration Performance Targets

MPOs are required to adopt public transit targets as reported to SRTC by STA. SRTC has 180 days to review and adopt performance targets and bring them into the regional performance management efforts. Under Title 49 CFR Part 625 and 630 under Transit Asset Management (TAM) requirements, public transit providers set State of Good Repair performance targets for their assets. The Public Transportation Agency Safety Plan regulation, at 49 CFR Part 673, requires covered public transportation providers and State Departments of Transportation to establish safety performance targets to address the safety performance measures identified in the National Public Transit Safety Plan.

## Public Transit Targets

Since Spokane Transit Authority (STA) is the only Tier 1 public transportation provider currently required to report TAM targets, SRTC adopted these targets on 10/09/2025 (see Appendix C). Additionally, the SRTC Board adopted STA's Public Transit Safety Targets on 03/11/2021 (see Appendix C).

## Status of Obligated Projects

SRTC develops an annual list of all projects that have obligated federal funds in the preceding year (\$450.332). The CY 2025 Project Obligation Report can be found [here](#). For the 2026 program year, the annual listing will be published no later than 03/31/27. The listing will be made available on the SRTC website, [www.srtc.org](http://www.srtc.org), and presented to the SRTC Board and both advisory committees.



# Financial Plan

A vital part of the Transportation Improvement Program (TIP) is the financial plan that demonstrates that the resources necessary to complete the projects in the TIP are secured or reasonably available.

Federal rules require that TIPs prepared by MPOs include a financial plan that demonstrates that the program is financially realistic for each year of the TIP. SRTC, STA, and WSDOT in coordination develop funding estimates that are reasonably expected to be available to pay for projects and programs included in the TIP. These estimates are used to ensure that projects in the TIP can be funded by the anticipated revenue stream. This section contains the financial plan, including a description of assumptions and revenue sources available for transportation projects in the TIP.

The TIP is financially constrained, meaning that the amount of funding programmed does not exceed the amount of funding estimated to be available. All projects programmed in the TIP are considered to have a reasonable expectation of being fully funded, even if funding is outside of the four-year TIP program period.

## Assumptions

Projects programmed in the TIP reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307/5310/5339, CMAQ, CRP, STBG, STBG Set-Aside), the number of dollars available is based on the previous year's allocations or estimates. For State or Federal funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.

## Operation and Maintenance Cost

SRTC monitors funds that are used to adequately maintain, preserve, and operate the transportation system already in place. On average, local agencies will spend \$25 million annually for the entire road system in Spokane County. These costs will likely increase over time as the transportation system ages and grows. These operation and maintenance costs are assumed to be covered primarily through available local resources.

STA's annual operating maintenance spending for fixed route, vanpool, and paratransit services increased in 2023 and 2024. STA saw a 15.4% increase in its operating expenses between 2022 and 2023. The adopted 2024 operating budget plans for an increase in operating expenses of 17.7% over 2023 actuals. These increases can be attributed to additional services and expenses related to the 10-year Moving Forward Plan, in addition to high inflation.

## Project Selection

In order to meet federal requirements, all federal projects programmed in the 2027-2030 TIP are considered selected projects. However, due to federal fiscal constraints in any one year and the statewide management of funds on a first come basis, SRTC cannot guarantee a project will be constructed or implemented in the year it is programmed.

## Financial Feasibility Summary

The TIP for Spokane County is a financially realistic program, demonstrating that projected revenue by program is sufficient to cover the estimated cost of programmed projects each year.

A summary of financial feasibility is presented in the 2027-2030 Regional TIP (RTIP) Fiscal Constraint Summary (next pages). For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix D.



# 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       | \$3,079,365             | \$2,774        |
| CMAQ                      | 2030 | \$2,774          | \$2,746,855       | \$2,749,629       | \$-                     | \$2,749,629    |
| 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      |
| FTA 5307                  | 2027 | \$0              | \$13,838,465      | \$13,838,465      | \$13,838,465            | \$0            |
| FTA 5307                  | 2028 | \$0              | \$13,976,849      | \$13,976,849      | \$13,976,849            | \$0            |
| FTA 5307                  | 2029 | \$0              | \$14,116,618      | \$14,116,618      | \$14,116,618            | \$0            |
| FTA 5307                  | 2030 | \$0              | \$14,257,784      | \$14,257,784      | \$14,257,784            | \$0            |
| FTA 5310                  | 2027 | \$0              | \$721,825         | \$721,825         | \$721,825               | \$0            |
| FTA 5310                  | 2028 | \$0              | \$729,043         | \$729,043         | \$729,043               | \$0            |
| FTA 5310                  | 2029 | \$0              | \$736,334         | \$736,334         | \$736,334               | \$0            |
| FTA 5310                  | 2030 | \$0              | \$743,697         | \$743,697         | \$743,697               | \$0            |
| FTA 5339                  | 2027 | \$0              | \$2,498,051       | \$2,498,051       | \$2,498,051             | \$0            |
| FTA 5339                  | 2028 | \$0              | \$1,315,825       | \$1,315,825       | \$1,315,825             | \$0            |
| FTA 5339                  | 2029 | \$0              | \$1,328,983       | \$1,328,983       | \$1,328,983             | \$0            |
| FTA 5339                  | 2030 | \$0              | \$1,342,273       | \$1,342,273       | \$1,342,273             | \$0            |

**Table 2. State Allocations to Local Projects**

| Fund Type | Year | Starting Balance | Annual Allocation | Available Revenue | Total Amount Programmed | Ending Balance |
|-----------|------|------------------|-------------------|-------------------|-------------------------|----------------|
| HSIP      | 2027 | \$0              | \$4,490,000       | \$4,490,000       | \$4,490,000             | \$0            |
| HSIP      | 2028 | \$0              | \$2,096,000       | \$2,096,000       | \$2,096,000             | \$0            |
| HSIP      | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| HSIP      | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| SRTS      | 2027 | \$0              | \$2,097,000       | \$2,097,000       | \$2,097,000             | \$0            |
| SRTS      | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| SRTS      | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| SRTS      | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| BR        | 2027 | \$0              | \$3,526,600       | \$3,526,600       | \$3,526,600             | \$0            |
| BR        | 2028 | \$0              | \$4,079,000       | \$4,079,000       | \$4,079,000             | \$0            |
| BR        | 2029 | \$0              | \$3,899,312       | \$3,899,312       | \$3,899,312             | \$0            |
| BR        | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| NHPP      | 2027 | \$0              | \$14,988,000      | \$14,988,000      | \$14,988,000            | \$0            |
| NHPP      | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| NHPP      | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| NHPP      | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |

**Table 3. State Allocations to State Projects**

| Fund Type | Year | Starting Balance | Annual Allocation | Available Revenue | Total Amount Programmed | Ending Balance |
|-----------|------|------------------|-------------------|-------------------|-------------------------|----------------|
| STBG      | 2027 | \$0              | \$374,255         | \$374,255         | \$374,255               | \$0            |
| STBG      | 2028 | \$0              | \$16,244,110      | \$16,244,110      | \$16,244,110            | \$0            |
| STBG      | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| STBG      | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| NHPP      | 2027 | \$0              | \$3,141,818       | \$3,141,818       | \$3,141,818             | \$0            |
| NHPP      | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| NHPP      | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| NHPP      | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |



**Table 4. Discretionary Programs**

| Fund Type     | Year | Starting Balance | Annual Allocation | Available Revenue | Total Amount Programmed | Ending Balance |
|---------------|------|------------------|-------------------|-------------------|-------------------------|----------------|
| DEMO          | 2027 | \$0              | \$11,036,541      | \$11,036,541      | \$11,036,541            | \$0            |
| DEMO          | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| DEMO          | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| DEMO          | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| Discretionary | 2027 | \$0              | \$1,920,000       | \$1,920,000       | \$1,920,000             | \$0            |
| Discretionary | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| Discretionary | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| Discretionary | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| RAISE         | 2027 | \$0              | \$14,800,000      | \$14,800,000      | \$14,800,000            | \$0            |
| RAISE         | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| RAISE         | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| RAISE         | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |

## State Funding

**Table 5. State Allocations to Local Projects**

| Fund Type        | Year | Starting Balance | Annual Allocation | Available Revenue | Total Amount Programmed | Ending Balance |
|------------------|------|------------------|-------------------|-------------------|-------------------------|----------------|
| WSDOT            | 2027 | \$0              | \$1,656,713       | \$1,656,713       | \$1,656,713             | \$0            |
| WSDOT            | 2028 | \$0              | \$56,713          | \$56,713          | \$56,713                | \$0            |
| WSDOT            | 2029 | \$0              | \$56,713          | \$56,713          | \$56,713                | \$0            |
| WSDOT            | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| Ped/Bike Program | 2027 | \$0              | \$1,665,000       | \$1,665,000       | \$1,665,000             | \$0            |
| Ped/Bike Program | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| Ped/Bike Program | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| Ped/Bike Program | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| TIB              | 2027 | \$0              | \$3,405,991       | \$3,405,991       | \$3,405,991             | \$0            |
| TIB              | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| TIB              | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| TIB              | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| MAW              | 2027 | \$0              | \$5,050,000       | \$5,050,000       | \$5,050,000             | \$0            |
| MAW              | 2028 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| MAW              | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| MAW              | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |

**Table 6. State Allocations to State Projects**

| Fund Type | Year | Starting Balance | Annual Allocation | Available Revenue | Total Amount Programmed | Ending Balance |
|-----------|------|------------------|-------------------|-------------------|-------------------------|----------------|
| CWA       | 2027 | \$0              | \$217,828,800     | \$217,828,800     | \$217,828,800           | \$0            |
| CWA       | 2028 | \$0              | \$16,244,110      | \$16,244,110      | \$16,244,110            | \$0            |
| CWA       | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| CWA       | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| MVA       | 2027 | \$0              | \$1,140,457       | \$1,140,457       | \$1,140,457             | \$0            |
| MVA       | 2028 | \$0              | \$324,882         | \$324,882         | \$324,882               | \$0            |
| MVA       | 2029 | \$0              | \$0               | \$0               | \$0                     | \$0            |
| MVA       | 2030 | \$0              | \$0               | \$0               | \$0                     | \$0            |

## Local Funding

**Table 7. Local Funding**

| Fund Type | Year | Starting Balance | Annual Allocation | Available Revenue | Total Amount Programmed | Ending Balance |
|-----------|------|------------------|-------------------|-------------------|-------------------------|----------------|
| Local     | 2027 | \$0              | \$29,306,564      | \$29,306,564      | \$29,306,564            | \$0            |
| Local     | 2028 | \$0              | \$18,768,446      | \$18,768,446      | \$18,768,446            | \$0            |
| Local     | 2029 | \$0              | \$32,188,706      | \$32,188,706      | \$32,188,706            | \$0            |
| Local     | 2030 | \$0              | \$19,942,662      | \$19,942,662      | \$19,942,662            | \$0            |

## 2027-2030 TIP Projects

### Overview

The remainder of this document details the 2027-2030 projects that are regionally significant and/or federally funded.

### New Projects

There are 58 projects programmed in the TIP for the years 2027-2030. The majority of these are active projects that were included in the previous TIP. There is one new project in the 2027-2030 TIP, listed below.

**Table 8. New Project in the 2027-2030 TIP**

| Agency  | Project Name               | Description                                                                                                                                                                                                                                                                                                            |
|---------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Spokane | Grand Blvd. - 13th to 29th | Pavement rehabilitation and preservation will include asphalt grinding and overlay, pavement repairs, upgraded ADA ramps, a reconfiguration of the travel lanes to a three-lane section with a two-way left-turn lane, and pedestrian-crossing improvements including a Rectangular Rapid Flashing Beacon at 27th Ave. |



## Projects by Type

The projects in the TIP have been classified by project type to represent the number of, and dollars associated with, different types of projects (Table 3). Roadway projects are classified as Preservation, Reconstruction, Roadway Capital, or Bridge. Safety projects may be roadway, bicycle & pedestrian, or transit. The classification for each project is provided in the Program Summary.

**Table 9. 2027-2030 Regional TIP Projects by Type**

| Project Types                     | Number of Projects | Percent of Projects | Programmed Funds (including future) | Percent of Program |
|-----------------------------------|--------------------|---------------------|-------------------------------------|--------------------|
| Active Transportation             | 1                  | 2%                  | \$2,874,813                         | 0%                 |
| Airport/Airplane                  | 1                  | 2%                  | \$20,000,000                        | 3%                 |
| Bridge Rehabilitation             | 3                  | 5%                  | \$5,927,066                         | 1%                 |
| Bridge Replacement                | 3                  | 5%                  | \$7,414,430                         | 1%                 |
| Commute Trip Reduction Program    | 1                  | 2%                  | \$1,150,700                         | 0%                 |
| Guardrail / Roadside Maintenance  | 2                  | 3%                  | \$2,143,000                         | 0%                 |
| High Performance Transit          | 3                  | 5%                  | \$80,409,038                        | 12%                |
| Interchange Expansion             | 1                  | 2%                  | \$5,202,312                         | 1%                 |
| Interchange Reconstruction        | 2                  | 3%                  | \$4,500,000                         | 1%                 |
| Metropolitan Planning             | 1                  | 2%                  | \$1,156,070                         | 0%                 |
| Other Roadway Capital             | 1                  | 2%                  | \$2,560,000                         | 0%                 |
| Other Transit                     | 2                  | 3%                  | \$116,418,054                       | 17%                |
| Ped/Bike Non-Infrastructure       | 1                  | 2%                  | \$2,400,000                         | 0%                 |
| Planning Study                    | 1                  | 2%                  | \$924,856                           | 0%                 |
| Preservation - Overlays & Sealers | 14                 | 24%                 | \$45,785,560                        | 7%                 |
| Reconstruction                    | 3                  | 5%                  | \$22,928,980                        | 3%                 |
| Roadway Capital - NSC             | 4                  | 7%                  | \$285,808,800                       | 43%                |
| Roundabout                        | 5                  | 9%                  | \$17,371,100                        | 3%                 |
| Shared Use Path                   | 4                  | 7%                  | \$18,557,065                        | 3%                 |
| Sidewalk Infill/Rehab             | 1                  | 2%                  | \$440,030                           | 0%                 |
| Signal Installation/replacement   | 1                  | 2%                  | \$2,097,000                         | 0%                 |
| SRTMC                             | 1                  | 2%                  | \$2,784,670                         | 0%                 |
| Transit Bus Purchase              | 1                  | 2%                  | \$10,835,390                        | 2%                 |
| Transit Program                   | 1                  | 2%                  | \$5,833,421                         | 1%                 |
| <b>Total:</b>                     | <b>58</b>          | <b>100%</b>         | <b>\$665,522,355</b>                | <b>100%</b>        |

Totals may not sum due to rounding.

# Document Organization

## Program Summary

The list of planned projects for 2027-2030 is detailed in the Program Summary. The Program Summary lists the project name, TIP identifier, project type, total cost, and funding information. The total project cost is the cost of the project from all sources. The program summary can be found on the following pages.

## Detailed Project Information

The official TIP information for each project is detailed in the SRTC eSTIP software, ProjectTracker, project overview reports – see Appendix E. If the project has a mapped location, it is included in the report.

## Project Maps

An interactive 2027-2030 TIP web map can be found on SRTC's ProjectTracker page: [Public Map](#). Select the Draft FY 2027-2030 TIP at the top of the screen.



Table 10. 2027-2030 Program Summary

| WSDOT ID | Agency         | Title                                                       | Type                              | Fund Types<br>(All)    | Total Cost   | 2027        | 2028        | 2029        | 2030 | Future | Federal     | State       | Local        | PL  | PE        | RW       | CN           | ALL |
|----------|----------------|-------------------------------------------------------------|-----------------------------------|------------------------|--------------|-------------|-------------|-------------|------|--------|-------------|-------------|--------------|-----|-----------|----------|--------------|-----|
| WA-16247 | Airway Heights | Garfield Road/US 2 Roundabout Project                       | Roundabout                        | Local, DEMO, TIB       | \$5,519,500  | \$5,519,500 | \$0         | \$0         | \$0  | \$0    | \$1,730,741 | \$1,842,524 | \$1,946,235  | \$0 | \$0       | \$0      | \$5,519,500  | \$0 |
| WA-07090 | Cheney         | Salnave Road Preservation Project                           | Preservation - Overlays & Sealers | Local, STBG(US)        | \$1,241,100  | \$124,100   | \$1,117,000 | \$0         | \$0  | \$0    | \$716,009   | \$0         | \$525,091    | \$0 | \$124,100 | \$0      | \$1,117,000  | \$0 |
| WA-16815 | Fairfield      | Prairie View Sidewalk                                       | Sidewalk Infill/ Rehab            | CRP(R)                 | \$440,030    | \$440,030   | \$0         | \$0         | \$0  | \$0    | \$440,030   | \$0         | \$0          | \$0 | \$0       | \$0      | \$440,030    | \$0 |
| WA-16922 | Liberty Lake   | N Molter Rd Overlay                                         | Preservation - Overlays & Sealers | Local, STBG(UL)        | \$1,336,935  | \$1,336,935 | \$0         | \$0         | \$0  | \$0    | \$1,002,702 | \$0         | \$334,233    | \$0 | \$0       | \$0      | \$1,336,935  | \$0 |
| WA-16841 | Spokane        | 29th Ave. - Sprague Ave. Grind & Overlay                    | Preservation - Overlays & Sealers | Local, NHPP            | \$4,636,000  | \$4,636,000 | \$0         | \$0         | \$0  | \$0    | \$3,941,000 | \$0         | \$695,000    | \$0 | \$0       | \$0      | \$4,636,000  | \$0 |
| WA-16840 | Spokane        | Ash St. - Maple St. - Monroe St. Grind & Overlay            | Preservation - Overlays & Sealers | Local, NHPP            | \$6,479,000  | \$6,479,000 | \$0         | \$0         | \$0  | \$0    | \$5,507,000 | \$0         | \$972,000    | \$0 | \$0       | \$0      | \$6,479,000  | \$0 |
| WA-16959 | Spokane        | Crestline St. Chip Seal - Illinois to Francis               | Preservation - Overlays & Sealers | Local, STBG(UL)        | \$2,438,000  | \$2,438,000 | \$0         | \$0         | \$0  | \$0    | \$1,228,000 | \$0         | \$1,210,000  | \$0 | \$0       | \$0      | \$2,438,000  | \$0 |
| WA-16719 | Spokane        | Division Street Active Transportation Projects              | Active Transportation             | CMAQ, Local            | \$2,874,813  | \$0         | \$2,874,813 | \$0         | \$0  | \$0    | \$1,911,751 | \$0         | \$963,062    | \$0 | \$0       | \$0      | \$2,874,813  | \$0 |
| WA-15065 | Spokane        | Fish Lake Trail Connection to Centennial Trail Phase 2      | Shared Use Path                   | CMAQ, Local, TA(UL)    | \$8,409,000  | \$0         | \$1,238,631 | \$7,170,369 | \$0  | \$0    | \$4,705,203 | \$0         | \$3,703,797  | \$0 | \$0       | \$0      | \$8,409,000  | \$0 |
| WA-16716 | Spokane        | Flett Middle School SRTS                                    | Signal Installation/ replacement  | SRTS                   | \$2,097,000  | \$2,097,000 | \$0         | \$0         | \$0  | \$0    | \$2,097,000 | \$0         | \$0          | \$0 | \$0       | \$0      | \$2,097,000  | \$0 |
| WA-15899 | Spokane        | Freya / Palouse Roundabout                                  | Roundabout                        | DEMO, Local, TIB       | \$5,833,600  | \$5,133,100 | \$0         | \$0         | \$0  | \$0    | \$3,480,800 | \$1,563,600 | \$789,200    | \$0 | \$0       | \$0      | \$5,833,600  | \$0 |
| TBD      | Spokane        | Grand Blvd. - 29th to 13th                                  | Other Roadway Capital             | Local                  | \$2,560,000  | \$2,560,000 | \$0         | \$0         | \$0  | \$0    | \$0         | \$0         | \$2,560,000  | \$0 | \$70,000  | \$0      | \$2,490,000  | \$0 |
| WA-15430 | Spokane        | Latah Bridge Rehabilitation                                 | Bridge Rehabilitation             | Local                  | \$40,000     | \$40,000    | \$0         | \$0         | \$0  | \$0    | \$0         | \$0         | \$40,000     | \$0 | \$0       | \$40,000 | \$0          | \$0 |
| WA-08404 | Spokane        | Millwood Trail - Children of the Sun Trail to Fancher       | Shared Use Path                   | Local, MAW             | \$5,567,000  | \$5,567,000 | \$0         | \$0         | \$0  | \$0    | \$0         | \$5,050,000 | \$517,000    | \$0 | \$0       | \$0      | \$5,567,000  | \$0 |
| WA-16709 | Spokane        | Mission Ave. - Napa St. to Greene St. Grind & Overlay       | Preservation - Overlays & Sealers | Local, STBG(UL)        | \$1,388,653  | \$0         | \$1,388,653 | \$0         | \$0  | \$0    | \$1,041,490 | \$0         | \$347,163    | \$0 | \$0       | \$0      | \$1,388,653  | \$0 |
| WA-11645 | Spokane        | Riverside Avenue - Wall to Monroe                           | Preservation - Overlays & Sealers | Local, STBG(UL)        | \$1,613,000  | \$1,613,000 | \$0         | \$0         | \$0  | \$0    | \$689,000   | \$0         | \$924,000    | \$0 | \$0       | \$0      | \$1,613,000  | \$0 |
| WA-16874 | Spokane        | Riverside, 1st Ave, Sprague Bridges Deck Rehab              | Bridge Rehabilitation             | BR, Local              | \$1,379,191  | \$1,379,191 | \$0         | \$0         | \$0  | \$0    | \$1,193,000 | \$0         | \$186,191    | \$0 | \$0       | \$0      | \$1,379,191  | \$0 |
| WA-14208 | Spokane        | Spokane Falls Blvd.                                         | Reconstruction                    | Local                  | \$13,700,000 | \$50,000    | \$6,825,000 | \$6,825,000 | \$0  | \$0    | \$0         | \$0         | \$13,700,000 | \$0 | \$50,000  | \$0      | \$13,650,000 | \$0 |
| WA-16257 | Spokane        | Sunset Hwy Bike Path                                        | Shared Use Path                   | Local, STBG(UL), WSDOT | \$3,281,065  | \$3,281,065 | \$0         | \$0         | \$0  | \$0    | \$1,281,065 | \$1,600,000 | \$400,000    | \$0 | \$0       | \$0      | \$3,281,065  | \$0 |
| C3346    | Spokane Co.    | Aero Road Preservation - Westbow Road to Thomas Mallen Road | Preservation - Overlays & Sealers | Local, STBG(UL)        | \$1,654,000  | \$0         | \$1,654,000 | \$0         | \$0  | \$0    | \$1,230,000 | \$0         | \$424,000    | \$0 | \$0       | \$0      | \$1,654,000  | \$0 |



| WSDOT ID | Agency                         | Title                                                                            | Type                              | Fund Types (All)      | Total Cost    | 2027         | 2028         | 2029         | 2030         | Future       | Federal      | State        | Local        | PL          | PE          | RW        | CN            | ALL          |
|----------|--------------------------------|----------------------------------------------------------------------------------|-----------------------------------|-----------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-----------|---------------|--------------|
| C3329    | Spokane Co.                    | Bruce Road and Peone Road Roundabout                                             | Roundabout                        | HSIP                  | \$1,603,000   | \$1,603,000  | \$0          | \$0          | \$0          | \$0          | \$1,603,000  | \$0          | \$0          | \$0         | \$0         | \$179,000 | \$1,424,000   | \$0          |
| C3351    | Spokane Co.                    | Cheney Spokane Road Bridge No. 2404 Deck & Barrier Rehabilitation                | Bridge Rehabilitation             | BR, Local             | \$4,507,875   | \$0          | \$0          | \$4,507,875  | \$0          | \$0          | \$3,899,312  | \$0          | \$608,563    | \$0         | \$0         | \$0       | \$4,507,875   | \$0          |
| C3316    | Spokane Co.                    | Colbert Bridge Replacement No. 3703                                              | Bridge Replacement                | BR, Local             | \$4,715,630   | \$0          | \$4,715,630  | \$0          | \$0          | \$0          | \$4,079,000  | \$0          | \$636,630    | \$0         | \$0         | \$0       | \$4,715,630   | \$0          |
| WA-16760 | Spokane Co.                    | Commute Smart - Advancing and Connecting TDM, CTR and Communities                | Communte Trip Reduction Program   | CMAQ, STBG(UL), WSDOT | \$1,150,700   | \$383,566    | \$326,854    | \$383,567    | \$0          | \$0          | \$980,561    | \$170,139    | \$0          | \$1,150,700 | \$0         | \$0       | \$0           | \$0          |
| C3348    | Spokane Co.                    | Country Homes Blvd SB Lanes - Wall to Division                                   | Preservation - Overlays & Sealers | NHPP                  | \$2,040,000   | \$2,040,000  | \$0          | \$0          | \$0          | \$0          | \$2,040,000  | \$0          | \$0          | \$0         | \$0         | \$0       | \$2,040,000   | \$0          |
| C3355    | Spokane Co.                    | Craig Road - Four Lakes Interchange Revision                                     | Interchange Expansion             | DEMO, Local           | \$5,202,312   | \$5,202,312  | \$0          | \$0          | \$0          | \$0          | \$4,500,000  | \$0          | \$702,312    | \$0         | \$5,202,312 | \$0       | \$0           | \$0          |
| C3349    | Spokane Co.                    | Day Mt Spokane Guardrail - Bruce Road to Greenbluff Road                         | Guardrail / Roadside Maintenance  | HSIP                  | \$1,051,000   | \$23,000     | \$1,028,000  | \$0          | \$0          | \$0          | \$1,051,000  | \$0          | \$0          | \$0         | \$0         | \$23,000  | \$1,028,000   | \$0          |
| C3333    | Spokane Co.                    | Gordon Road Bridge No.1506                                                       | Bridge Replacement                | BR, Local             | \$2,697,800   | \$2,697,800  | \$0          | \$0          | \$0          | \$0          | \$2,333,600  | \$0          | \$364,200    | \$0         | \$0         | \$0       | \$2,697,800   | \$0          |
| WA-14683 | Spokane Co.                    | Harvard Road Reconstruction Phase 2                                              | Reconstruction                    | CMAQ, HSIP, Local     | \$4,703,980   | \$4,143,350  | \$560,630    | \$0          | \$0          | \$0          | \$4,194,945  | \$0          | \$498,817    | \$0         | \$0         | \$0       | \$4,628,295   | \$0          |
| C3350    | Spokane Co.                    | Hayford Road, Trails Road, Government Way, Forker Road 2025 Safety               | Guardrail / Roadside Maintenance  | HSIP                  | \$1,092,000   | \$24,000     | \$1,068,000  | \$0          | \$0          | \$0          | \$1,092,000  | \$0          | \$0          | \$0         | \$0         | \$24,000  | \$1,068,000   | \$0          |
| C3345    | Spokane Co.                    | Staley Road Preservation - Dalton Road to US0 395                                | Preservation - Overlays & Sealers | Local, STBG(R)        | \$1,361,000   | \$0          | \$1,361,000  | \$0          | \$0          | \$0          | \$1,177,000  | \$0          | \$184,000    | \$0         | \$0         | \$0       | \$1,361,000   | \$0          |
| WA-14086 | Spokane Co.                    | Wellesley Ave and Appleway Ave Roundabout                                        | Roundabout                        | HSIP, Local           | \$1,320,000   | \$1,320,000  | \$0          | \$0          | \$0          | \$0          | \$910,000    | \$0          | \$410,000    | \$0         | \$0         | \$0       | \$1,320,000   | \$0          |
| WA-11223 | Spokane Inter-national Airport | Airport Drive-Spotted Road Interchange and Realignment                           | Airport/Airplane                  | Local, RAISE          | \$20,000,000  | \$20,000,000 | \$0          | \$0          | \$0          | \$0          | \$14,800,000 | \$0          | \$5,200,000  | \$0         | \$0         | \$0       | \$20,000,000  | \$0          |
| WA-16714 | Spokane Transit                | Airway Heights High Performance Transit Planning                                 | High Performance Transit          | CMAQ, Local           | \$850,000     | \$0          | \$0          | \$850,000    | \$0          | \$0          | \$550,000    | \$0          | \$300,000    | \$0         | \$850,000   | \$0       | \$0           | \$0          |
| WA-15459 | Spokane Transit                | Argonne Station Park and Ride                                                    | Other Transit                     | Local, WSDOT          | \$10,000,000  | \$6,250,000  | \$3,750,000  | \$0          | \$0          | \$0          | \$0          | \$8,000,000  | \$2,000,000  | \$0         | \$0         | \$0       | \$10,000,000  | \$0          |
| WA-16719 | Spokane Transit                | Division Complimentary Active Transportation Planning & Design                   | Ped/Bike Non-Infrastructure       | Discretionary, Local  | \$2,400,000   | \$2,400,000  | \$0          | \$0          | \$0          | \$0          | \$1,920,000  | \$0          | \$480,000    | \$0         | \$2,400,000 | \$0       | \$0           | \$0          |
| WA-14727 | Spokane Transit                | Division Line: Division BRT Project Development, Construction and Implementation | High Performance Transit          | Local, WSDOT          | \$78,589,038  | \$6,791,256  | \$16,500,000 | \$32,624,360 | \$16,473,422 | \$6,200,000  | \$0          | \$41,096,824 | \$37,492,214 | \$0         | \$0         | \$0       | \$0           | \$78,589,038 |
| WA-07237 | Spokane Transit                | Fixed Route Bus Purchase & Paratransit Fleet Purchase (5339)                     | Transit Bus Purchase              | 5339, Local           | \$10,835,390  | \$2,938,884  | \$1,548,029  | \$1,563,509  | \$1,579,145  | \$3,205,823  | \$9,210,081  | \$0          | \$1,625,309  | \$0         | \$0         | \$0       | \$10,835,390  | \$0          |
| WA-04660 | Spokane Transit                | Preventive Maintenance 5307                                                      | Other Transit                     | 5307, Local           | \$106,418,054 | \$17,298,081 | \$17,471,061 | \$17,645,773 | \$17,822,230 | \$36,180,909 | \$85,134,443 | \$0          | \$21,283,611 | \$0         | \$0         | \$0       | \$106,418,054 | \$0          |

| WSDOT ID   | Agency          | Title                                                                  | Type                              | Fund Types (All)        | Total Cost   | 2027         | 2028         | 2029        | 2030        | Future      | Federal      | State        | Local       | PL          | PE          | RW       | CN           | ALL |
|------------|-----------------|------------------------------------------------------------------------|-----------------------------------|-------------------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|----------|--------------|-----|
| WA-09380   | Spokane Transit | Section 5310 Funding for Seniors and People with Disabilities          | Transit Program                   | 5310, Local             | \$5,833,421  | \$1,145,897  | \$1,157,356  | \$1,168,930 | \$1,180,619 | \$1,180,619 | \$3,674,596  | \$0          | \$2,158,825 | \$0         | \$0         | \$0      | \$5,833,421  | \$0 |
| WA-16715   | Spokane Transit | Wellesley High Performance Transit (HPT) Design & Engineering          | High Performance Transit          | CMAQ, Local             | \$970,000    | \$970,000    | \$0          | \$0         | \$0         | \$0         | \$630,000    | \$0          | \$340,000   | \$0         | \$970,000   | \$0      | \$0          | \$0 |
| WA-16697   | Spokane Valley  | Appleway Trail & Stormwater (Farr Rd Dishman Mica)                     | Shared Use Path                   | Local, STBG(UL), TA(UL) | \$1,300,000  | \$1,300,000  | \$0          | \$0         | \$0         | \$0         | \$839,766    | \$0          | \$460,234   | \$0         | \$0         | \$0      | \$1,300,000  | \$0 |
| WA-16856   | Spokane Valley  | Argonne I-90 Bridge                                                    | Bridge Replacement                | Local                   | \$1,000      | \$1,000      | \$0          | \$0         | \$0         | \$0         | \$0          | \$0          | \$1,000     | \$0         | \$0         | \$1,000  | \$0          | \$0 |
| WA-16303   | Spokane Valley  | Barker Road and 8th Avenue Roundabout                                  | Roundabout                        | HSIP, Ped/Bike Program  | \$3,095,000  | \$3,095,000  | \$0          | \$0         | \$0         | \$0         | \$1,430,000  | \$1,665,000  | \$0         | \$0         | \$0         | \$0      | \$3,095,000  | \$0 |
| WA-16723   | Spokane Valley  | E. Broadway Ave Preservation                                           | Reconstruction                    | Local, NHPP             | \$4,325,000  | \$4,325,000  | \$0          | \$0         | \$0         | \$0         | \$3,500,000  | \$0          | \$825,000   | \$0         | \$0         | \$0      | \$4,325,000  | \$0 |
| WA-16698   | Spokane Valley  | Sprague Preservation (Phase 2 - University to Bowdish)                 | Preservation - Overlays & Sealers | Local, STBG(UL)         | \$2,192,156  | \$80,000     | \$2,112,156  | \$0         | \$0         | \$0         | \$1,268,131  | \$0          | \$924,025   | \$0         | \$0         | \$80,000 | \$2,112,156  | \$0 |
| SRTC-1241  | Spokane Valley  | Sullivan Preservation - Spokane River - UPRR                           | Preservation - Overlays & Sealers | Local                   | \$1,430,000  | \$1,430,000  | \$0          | \$0         | \$0         | \$0         | \$0          | \$0          | \$1,430,000 | \$0         | \$130,000   | \$0      | \$1,300,000  | \$0 |
| WA-13031A  | Spokane Valley  | Sullivan/Trent Interchange- Stage 1                                    | Interchange Reconstruction        | Local, STBG             | \$2,200,000  | \$0          | \$2,200,000  | \$0         | \$0         | \$0         | \$1,903,000  | \$0          | \$297,000   | \$0         | \$0         | \$0      | \$2,200,000  | \$0 |
| WA-13031B  | Spokane Valley  | Sullivan/Trent Interchange- Stage 2                                    | Interchange Reconstruction        | DEMO, Local, STBG       | \$2,300,000  | \$2,300,000  | \$0          | \$0         | \$0         | \$0         | \$1,989,500  | \$0          | \$310,500   | \$0         | \$0         | \$0      | \$2,300,000  | \$0 |
| WA-16455   | SRTC            | 2028 Metropolitan Transportation Plan                                  | Metropolitan Planning             | Local, STBG(UL)         | \$1,156,070  | \$0          | \$578,035    | \$578,035   | \$0         | \$0         | \$1,000,000  | \$0          | \$156,070   | \$1,156,070 | \$0         | \$0      | \$0          | \$0 |
| WA-16456   | SRTC            | Interstate-90 Corridor Study                                           | Planning Study                    | Local, STBG(UL)         | \$924,856    | \$924,856    | \$0          | \$0         | \$0         | \$0         | \$800,000    | \$0          | \$124,856   | \$924,856   | \$0         | \$0      | \$0          | \$0 |
| SRTMC      | WSDOT - EAST    | 2026-2029 SRTMC Operations                                             | SRTMC                             | STBG(UL)                | \$2,784,670  | \$0          | \$928,030    | \$950,220   | \$906,420   | \$0         | \$2,784,670  | \$0          | \$0         | \$0         | \$2,784,670 | \$0      | \$0          | \$0 |
| BSRTC P1   | WSDOT - EAST    | Asphalt/Chip Seal Preservation Spokane Regional Transportation Council | Preservation - Overlays & Sealers | MVA, STBG               | \$18,019,585 | \$1,450,593  | \$16,568,992 | \$0         | \$0         | \$0         | \$16,618,365 | \$1,401,220  | \$0         | \$0         | \$495,362   | \$0      | \$17,524,223 | \$0 |
| F09020832  | WSDOT - EAST    | I-90/Thor St over I-90 - Bridge Repair                                 | Bridge Preservation               | MVA, NHPP               | \$3,205,937  | \$3,205,937  | \$0          | \$0         | \$0         | \$0         | \$3,141,818  | \$64,119     | \$0         | \$0         | \$0         | \$0      | \$3,205,937  | \$0 |
| 600016D032 | WSDOT - EAST    | US 395/NSC I-90 Improvements - Freya to Appleway                       | New Roadway/ Project/Route        | CWA                     | \$58,583,200 | \$58,583,200 | \$0          | \$0         | \$0         | \$0         | \$0          | \$58,583,200 | \$0         | \$0         | \$0         | \$0      | \$58,583,200 | \$0 |
| 600016B032 | WSDOT - EAST    | US 395/NSC I-90 Improvements - Hamilton to Thor                        | Other Roadway Capital             | CWA                     | \$67,980,000 | \$67,980,000 | \$0          | \$0         | \$0         | \$0         | \$0          | \$67,980,000 | \$0         | \$0         | \$0         | \$0      | \$67,980,000 | \$0 |
| 600016C032 | WSDOT - EAST    | US 395/NSC I-90 Interchange - Stage 1                                  | Interchange-New                   | CWA                     | \$81,892,800 | \$81,892,800 | \$0          | \$0         | \$0         | \$0         | \$0          | \$81,892,800 | \$0         | \$0         | \$0         | \$0      | \$81,892,800 | \$0 |
| 600016E032 | WSDOT - EAST    | US 395/NSC I-90 Interchange - Stage 2                                  | Interchange-New                   | CWA                     | \$77,352,800 | \$77,352,800 | \$0          | \$0         | \$0         | \$0         | \$0          | \$77,352,800 | \$0         | \$0         | \$0         | \$0      | \$77,352,800 | \$0 |

# APPENDIX A

## SRTC Information

Spokane Regional Transportation Council (SRTC) is an intergovernmental agency made up of local jurisdictions within Spokane County. The Council was founded in 1967 as both the federally mandated Metropolitan Planning Organization and state mandated Regional Transportation Planning Organization.

### Member Jurisdictions

- City of Airway Heights
- City of Cheney
- City of Deer Park
- City of Liberty Lake
- City of Medical Lake
- 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
- WSDOT-Eastern Region
- WA State Transportation Commission

### 2026 SRTC Board of Directors

City of Liberty Lake | **Cris Kaminskis**, Mayor (Chair)  
City of Spokane | **Kitty Klitzke**, Seat 2 Council Member (Vice Chair)  
City of Airway Heights | **Jennifer Morton**, Council Member  
City of Cheney | **Vincent Barthels**, Council Member  
City of Deer Park | **Diane Pfaeffle**, Council Member  
City of Medical Lake | **Don Kennedy**, Council Member  
City of Millwood | **Shawna Beese**, Mayor  
City of Spokane | **Kate Telis**, Seat 1 Council Member  
City of Spokane Valley | **Pam Haley**, Seat 1 Council Member  
City of Spokane Valley | **Tim Hattenburg**, Seat 2 Deputy Mayor  
Kalispel Tribe of Indians | **Daniel Clark**  
Major Employer Representative | **Doug Yost**  
Rail/Freight Representative | **Matt Ewers**  
Small Towns Representative | **Micki Harnois**, Council Member  
Spokane County | **Al French**, Seat 1 Commissioner  
Spokane County | **Josh Kerns**, Seat 2 Commissioner



Spokane Transit Authority | **Karl Otterstrom**, CEO  
Spokane Tribe of Indians | **Tiger Peone**  
WSDOT-Eastern Region | **Char Kay**, Regional Administrator  
WA State Transportation Commission | **Kelly Fukai**, Commissioner  
Transportation Advisory Committee Chair | **Mike Ankney**  
Transportation Technical Committee Chair | **Tara Limon**, STA

## **2026 Transportation Technical Committee**

Spokane Transit Authority | **Tara Limon** (Chair)  
City of Spokane Valley | **Jerremy Clark** (Vice Chair)  
City of Airway Heights | **Pete Fisch**  
City of Cheney | **Dan Ferguson**  
City of Liberty Lake | **Luke Michels**  
City of Medical Lake/Small Cities & Town Rep. | **Sonny Weathers**  
City of Spokane | **Colin Quinn-Hurst**  
City of Spokane | **Inga Note**  
City of Spokane | **Kevin Picanco**  
City of Spokane Valley | **Adam Jackson**  
Kalispel Tribe of Indians | **Julia Whitford**  
Spokane County | **Brandi Colyar**  
Spokane County | **Jami Hayes**  
Spokane Regional Clean Air Agency | **Margee Chambers**  
Spokane Regional Health District | **Samanatha Hennessy**  
Spokane Transit Authority | **Brian Jennings**  
Spokane Tribe of Indians | **Maria Cullooyah**  
WSDOT-Eastern Region | **Glenn Wagemann**  
WSDOT-Eastern Region | **Mike Pea**  
WSDOT-Eastern Region | **Sauna Harshman**

## **2026 Transportation Advisory Committee**

**Mike Ankney** (Chair)  
**John Barber** (Vice Chair)  
**Anna Gyure-Havlek**  
**Ann Winkler**  
**Carlie Hoffman**  
**Charles Hansen**  
**David Eash**  
**Derrick Braaten**  
**Jared Aranda**  
**John Griffin**  
**Katie Melby**  
**Kim Zentz**  
**Monica Harwood-Duncan**  
**Paul Vose**  
**Raychel Callary**

# APPENDIX B

## Amendments and Administrative Modifications

### Amendments

**Amendment** means a major change to a project included in the TIP, including the additional or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g. changing project termini or the number of through traffic lanes), (23 CFR 450.104). Examples of an amendment would be:

- Adding a new project
- Deleting a new project
- Changes to a project's total programmed amount greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases.
- Major scope changes
- Adding a future phase of a project
- Adding federal dollars to a project currently in the TIP that does not have federal funds (federalizing a project)

### Administrative Modifications

**Administrative Modification** is defined as a minor revision to a project in the TIP, including minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. Examples of an administrative modification would be:

- Revisions to lead agency
- Adding a prior phase of a project previously authorized
- Changes to a project's total programmed amount less than or equal to 30%. This includes adding or subtracting funds from currently programmed phases
- Minor scope changes
- Minor changes or corrections in project information, such as: environmental type, right-of-way required, improvement type, project limits, functional classification, typographical errors, transposed numbers, etc.
- Moving a project within the first four years of the TIP
- Changes in a project's federal funding source (ex. IM to NHS)
- Any and/or all federal funds currently programmed in the TIP for a project without consideration of the phase split
- All adjustments in a project's funding authorization for award of contract



# APPENDIX C

## Performance Measures and Statewide Targets

MPO Responsibilities Federal 23 USC Part 134 directs MPOs to take a performance-based approach to transportation planning. Specifically, as the MPO for the Spokane Region, the Spokane Regional Transportation Council (SRTC) is required to establish performance targets under the performance measure regulations laid out in federal rule 23 CFR Part 49.105. These requirements give flexibility to SRTC to either agree to plan and program projects in support of Washington State Department of Transportation's (WSDOT) statewide performance measure targets or to establish quantitative targets for the MPO planning area. Depending on the performance measure, 180 days after WSDOT or the public provider of transportation in our region (Intercity Transit) develops performance measure targets.

In February 2024, the SRTC Policy Board approved a resolution adopting safety targets for the greater Spokane region. The safety targets included below were identified within SRTC's Regional Safety Action Plan (RSAP). You can find more information at <https://www.srtc.org/rsap>.

| Measure (5-year Averages)                                 | Total Crashes | 2022 Baseline Statewide (5-year rolling avg.) | 50% Reduction Target by 2030 | 2042 Target |
|-----------------------------------------------------------|---------------|-----------------------------------------------|------------------------------|-------------|
| Fatal or Serious Injury Collisions on High Injury Network | 391           | 78.2                                          | 39.1                         | 0           |
| All Bicycle and Pedestrian Crashes                        | 1297          | 259.4                                         | 129.7                        | 0           |

Since 2018, the SRTC Policy Board has agreed to plan and program projects in support of the Washington State Department of Transportation (WSDOT) performance measure targets relating to the following subject areas.

- Safety (supported WSDOT target)
- Pavement & bridge (supported WSDOT target)
- System performance/congestion (supported WSDOT target)
- Freight movement (supported WSDOT target)
- Congestion mitigation & air quality (supported WSDOT target)
- Transit asset management (adopted Target developed by Spokane Transit)
- Transit safety performance (adopted Target developed by Spokane Transit)

A table listing all federal performance measures for Performance Measures 1-3 is included on the following pages.

## Performance Measure 1: Safety

| Safety | Measure Description                                                                    |
|--------|----------------------------------------------------------------------------------------|
| 1      | Number of fatalities on all public roads                                               |
| 2      | Number of fatalities per 100 million vehicles miles traveled (VMT) on all public roads |
| 3      | Number of serious injuries on all public roads                                         |
| 4      | Number of serious injuries per 100 million VMT on all public roads                     |
| 5      | Number of non-motorist fatalities and serious injuries on all public roads             |

| Transit Safety | Measure Description                                                                                                                       |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| 6              | Fatalities: Total number of fatalities reported to National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode |
| 7              | Injuries: Total number of injuries reported to the NTD and rate per total VRM by mode                                                     |
| 8              | Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode                                               |
| 9              | System Reliability: Mean distance between major mechanical failures by mode                                                               |

Note: Modes for transit safety performance targets are fixed routes, paratransit, and vanpool.

## Performance Measure 2: Bridge and Pavement

| Pavement | Measure Description                                                                 |
|----------|-------------------------------------------------------------------------------------|
| 10       | Percent of Interstate Pavement on the National Highway System in good condition     |
| 11       | Percent of Interstate Pavement on the National Highway System in poor condition     |
| 12       | Percent of non-Interstate Pavement on the National Highway System in good condition |
| 13       | Percent of non-interstate Pavement on the National Highway System in poor condition |

| Bridges | Measure Description                                                                             |
|---------|-------------------------------------------------------------------------------------------------|
| 14      | Percent of National Highway System Bridges classified in good condition (weighted by deck area) |
| 15      | Percent of National Highway System Bridges classified in poor condition (weighted by deck area) |



| Highway System | Measure Description                                                                              |
|----------------|--------------------------------------------------------------------------------------------------|
| 16             | Percent of person-miles traveled on the Interstate System that are reliable                      |
| 17             | Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable |

### Performance Measure 3: System Performance, Freight, and CMAQ

| Freight | Measure Description                                                   |
|---------|-----------------------------------------------------------------------|
| 18      | Truck Travel Time Reliability (TTTR) Index (on the Interstate System) |

| Transit Asset | Measure Description                                                                                                                      |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|
| 19            | Equipment: The percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB)                |
| 20            | Rolling Stock: The percentage of revenue vehicles (by type) that meets or exceeds the ULB (Buses, Paratransit Vans, and Vanpools)        |
| 21            | Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale |

If you'd like to learn more, you can view all Washington state-level targets through WSDOT's Performance Management webpage: <https://wsdot.wa.gov/about/accountability/transportation-performance-management-reports>.

## PM 1: Safety Targets

| Measure (5-year Averages)                                                 | 2025 Baseline Statewide<br>5-year rolling avg. | Statewide Targets for<br>2026* |
|---------------------------------------------------------------------------|------------------------------------------------|--------------------------------|
| Number of Fatalities                                                      | 705.2                                          | 470.1                          |
| Rate of Fatalities                                                        | 1.212                                          | 0.800                          |
| Number of Serious Injuries                                                | 3,034.0                                        | 2,022.7                        |
| Rate of Serious Injuries                                                  | 5.214                                          | 3.476                          |
| Rate of Fatalities & Serious Injuries for<br>Non-Motorized transportation | 700.0                                          | 466.7                          |

\*The SRTC Board of Directors supported using statewide safety targets on 1/18/2026. New targets are anticipated to be adopted in Spring 2027.

## PM 2: Bridge and Pavement Targets

| Bridge Condition-Statewide                                          | Baseline Data (2024) | 4-year Target (2026)* |
|---------------------------------------------------------------------|----------------------|-----------------------|
| Percent of NHS Bridges in good condition<br>(weighted by deck area) | 33.0%                | 30%                   |
| Percent of NHS Bridges in poor condition<br>(weighted by deck area) | 7.5%                 | 10%                   |

\*Supported by the SRTC Board of Directors on 4/13/2025. New targets are anticipated to be adopted in Spring 2027. A full listing of National Bridge Inventory facilities in the SRTC planning area is included below in Appendix C.

| Pavement Condition-Statewide                                       | Baseline Data (2023) | 4-year Target (2026)* |
|--------------------------------------------------------------------|----------------------|-----------------------|
| Percent of Interstate pavement on the NHS in<br>good condition     | 46%                  | 30%                   |
| Percent of the Interstate on the NHS in poor<br>condition          | 1.9%                 | 4%                    |
| Percent of Non-Interstate pavement on the<br>NHS in good condition | 46.8%                | 45%                   |
| Percent of Non-Interstate pavement on the<br>NHS in poor condition | 4.2%                 | 5%                    |

\*Supported by the SRTC Board of Directors on 4/13/2025. New targets are anticipated to be adopted in Spring 2027.



## PM 3: System Performance, Freight, and CMAQ Targets

| Highway System Performance<br>(congestion)                                      | Baseline Data (2025) | 4-year Target (2026)* |
|---------------------------------------------------------------------------------|----------------------|-----------------------|
| Percent of person-miles traveled on the Inter-state System that are reliable    | 82.4%                | 72.5%                 |
| Percent of person-miles traveled on the Non-Interstate System that are reliable | 87.8%                | 88.4%                 |
| Truck Travel Time Reliability (TTTR) index                                      | 1.49                 | 1.53                  |
| Carbon Monoxide (CO kg/day)                                                     | 184.57               | 447.68                |
| Particulate Matter < 10 microns PM10 (Kg/day)                                   | 2.41                 | 34.93                 |

\*Supported by the SRTC Board of Directors on 5/11/2023. New targets are expected to be adopted in Spring 2027.

## 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             |

\*Supported by the SRTC Board of Directors on 10/09/2025.

# Public Transit Safety Goals, Objectives, and Performance Targets

Spokane Transit's first step in Safety Assurance is establishing Safety Objectives and Performance Targets to meet the Agency's safety goals and are sufficient to control the risks. Key Performance Indicators (KPIs) are established that indicate whether the Agency is achieving its safety objectives and performance targets.

## Safety Goal 1: Safety Management Systems to Reduce Casualties and Occurrences

Using safety management systems framework to identify safety hazards, mitigate risk and reduce casualties and occurrences resulting from transit operations to meet or exceed the acceptable level of safety performance.

### Fixed Route Preventable Vehicle Accident Frequency Rate

**Objective:** Reduce the frequency of preventable vehicle collisions.

**Metrics (KKPI):** Number of preventable events per 10,000 miles

- Baseline: 0.6
- Target: 0.08
- Actual: 0.13

### Paratransit Preventable Vehicle Accident Frequency Rate

**Objective:** Reduce the frequency of preventable vehicle collisions

**Metrics (KPIs):** Number of preventable events per 10,000 miles

- Baseline: 0.13
- Target: 0.10 or less
- Actual: 0.19

### Fixed Route Preventable Passenger Injury Accidents

**Objective:** Reduce the frequency of preventable passenger injuries

**Metrics (KPIs):** Number of preventable passenger injuries per year

- Baseline: 4
- Target: 0
- Actual: 21

### Paratransit Preventable Passenger Injury Accidents

**Objective:** Reduce the frequency of preventable passenger injuries

**Metrics (KPIs):** Number of preventable passenger injuries per year

- Baseline: 4
- Target: 0
- Actual: 4

### Fixed Route Safety Events

**Objective:** Reduce the number of events per year

**Metrics (KPIs):** Number of safety events per year

- Baseline: 316
- Target: 310
- Actual: 242



## Paratransit Safety Events

**Objective:** Reduce the number of safety events per year

**Metrics (KPIs):** Number of safety events per year

- Baseline: 54
- Target: 50
- Actual: 21

## Employee Injury Accidents

**Objective:** Reduce the frequency of employee injuries

**Metrics (KPIs):** Number of employee injuries per 1,000 hours

- Baseline: .05
- Target: .07
- Actual: 0.05

## Employee Injury Severity

**Objective:** Reduce employee time loss due to injury or illness

**Metrics (KPIs):** Number of days lost per 1,000 hours

- Baseline: .03
- Target: .04
- Actual: 2.62

## Facility Safety Inspections

**Objective:** Increase the assessment of facilities, equipment, and procedures to identify and mitigate any potential safety risks

**Metrics (KPIs):** Number of facility safety audits and inspections completed quarterly per year

- Baseline: 1 per quarter
- Target: Meet the baseline
- Actual: 4

## Safety Goal 2: Safety Management Systems to Foster a Robust Safety Culture

Foster agency-wide support for transit safety by establishing a culture where managers are held accountable for safety and everyone in the organization takes an active role in securing transit safety, cultivate a safety culture in which employees are comfortable and encouraged to bring safety concerns to the attention of agency leadership.

## Safety Training

**Objective:** Increase attendance at monthly safety meetings

**Metrics (KPIs):** Percent of employees who participate in the monthly safety meetings

- Baseline: TBD
- Target: Safety Committee Meeting Target = 100%
- Actual: 62%

**Objective:** Annual Advanced Training completed by all Fixed Route, Paratransit, and Maintenance

**Metrics (KPIs):** Percentage of employees who complete Advanced training

- Baseline: 100%
- Target: 100%
- Actual: 93%

## Safety Goal 3: Safety Management Systems to Ensure Safe and Efficient Systems and Equipment

STA will provide safe and efficient transit operations by ensuring all vehicles, equipment and facilities are regular inspected, maintained, and services as required.

### Fixed Route Road Calls

**Objective:** Reduce the number of Fixed Route Road Calls

**Metrics (KPIs):** Number of miles between road calls

- Baseline: 6,554 miles
- Target: 6,000 miles
- Actual: 6,322 miles

### Paratransit Road Calls

**Objective:** Reduce the number of Paratransit Road Calls

**Metrics (KPIs):** Number of miles between road calls

- Baseline: 119,791 miles
- Target: 75,000 miles
- Actual: 124,118 miles

### Facilities Preventative (Safety) Inspections & Repairs

**Objective:** Prioritize preventative safety-related maintenance or inspections

**Metrics (KPIs):** Safety-related PMs completed on schedule

- Baseline: 97% of all PM services completed on time
- Target: 80% of all PM services completed on time
- Actual: 97% of all PMs completed on time

\*Supported by the SRTC Board of Directors on 10/09/2021



## National Bridge Inventory Bridges in Spokane County (2025)

| Owner                                                       | NBI Facility No. | Facility Carried   | Facility Crossed         |
|-------------------------------------------------------------|------------------|--------------------|--------------------------|
| Local Park, Forest, or Reservation Agency (City of Spokane) | 0887990000000000 | SURRO AVE          | CSO TANK #42             |
| City of Spokane                                             | 0005258A00000000 | MAPLE STREET       | SPOKANE RIVER            |
| City of Spokane                                             | 0016214A00000000 | SPOKANE FALLS BLVD | SPOKANE RIVER            |
| City of Spokane                                             | 0836130000000000 | SUNSET HIGHWAY     | GEIGER BOULEVARD         |
| City of Spokane                                             | 0851060000000000 | HATCH ROAD         | LATAH CREEK              |
| City of Spokane                                             | 0851230000000000 | MISSION AVE        | SPOKANE RIVER            |
| City of Spokane                                             | 0851460000000000 | GREENE STREET      | SPOKANE RIVER            |
| City of Spokane                                             | 0851810000000000 | BROADWAY AVE       | MAPLE STREET             |
| City of Spokane                                             | 0852410000000000 | FREYA WAY          | SIRR (UPRR)              |
| City of Spokane                                             | 0852690000000000 | SPRAGUE WAY S/B    | ERIE STREET              |
| City of Spokane                                             | 0852700000000000 | SPRAGUE AVE        | SPRAGUE WAY S/B          |
| City of Spokane                                             | 0852710000000000 | SPRAGUE AVE        | ERIE STREET              |
| City of Spokane                                             | 0852870000000000 | POST STREET        | SPOKANE RIVER            |
| City of Spokane                                             | 0852950000000000 | MONROE STREET      | SPOKANE RIVER            |
| City of Spokane                                             | 0853080000000000 | WASHINGTON STREET  | S. CHANNEL SPOKANE RIVER |
| City of Spokane                                             | 0853090000000000 | STEVENS STREET     | S. CHANNEL SPOKANE RIVER |
| City of Spokane                                             | 0853190000000000 | 9TH AVE            | BEN GARNETT WAY          |
| City of Spokane                                             | 0853220000000000 | CLIFF AVE          | BEN GARNETT WAY          |
| City of Spokane                                             | 0853410000000000 | SPRAGUE WAY N/B    | 2ND AVE                  |
| City of Spokane                                             | 0854210000000000 | 11TH AVE           | LATAH CREEK              |
| City of Spokane                                             | 0854220000000000 | 1ST AVE            | MAPLE STREET             |
| City of Spokane                                             | 0854260000000000 | RIVERSIDE AVE      | LATAH CREEK              |
| City of Spokane                                             | 0854270000000000 | RIVERSIDE AVE      | MAPLE STREET             |
| City of Spokane                                             | 0854280000000000 | SUNSET BOULEVARD   | LATAH CREEK              |
| City of Spokane                                             | 0854290000000000 | SUNSET BOULEVARD   | INLAND EMPIRE WAY        |
| City of Spokane                                             | 0854470000000000 | CHESTNUT STREET    | LATAH CREEK              |
| City of Spokane                                             | 0854480000000000 | INLAND EMPIRE WAY  | LATAH CREEK              |
| City of Spokane                                             | 0858350000000000 | SUMMIT BLVD        | RAVINE SOUTH OF BOONE AV |
| City of Spokane                                             | 0860140000000000 | ROSAMOND AVE       | SUNSET BOULEVARD         |
| City of Spokane                                             | 0860150000000000 | WASHINGTON STREET  | N. CHANNEL SPOKANE RIVER |
| City of Spokane                                             | 0861500000000000 | T.J.MEENACH DR.    | SPOKANE RIVER PETTET DR  |
| City of Spokane                                             | 0861510000000000 | PARK ROAD          | LATAH CREEK              |

| Owner                                                            | NBI Facility No. | Facility Carried   | Facility Crossed         |
|------------------------------------------------------------------|------------------|--------------------|--------------------------|
| City of Spokane                                                  | 088153000000000  | FREYA STREET       | BNSF RAILWAY             |
| City of Spokane                                                  | 088513000000000  | HAVANA STREET      | BNSF RAILWAY             |
| City of Spokane                                                  | 088796000000000  | NORTHWEST BLVD     | CSO TANK #6 SHADLE BLUFF |
| City of Spokane                                                  | 088841000000000  | 43RD AVE           | CSO TANK #24-3           |
| City of Spokane Valley                                           | 000000NQ0000000  | SULLIVAN RD        | SR 290 (TRENT AVE)       |
| City of Spokane Valley                                           | 0015756B0000000  | MISSION AVE        | EVERGREEN RD             |
| City of Spokane Valley                                           | 0019623A0000000  | BARKER RD          | RR                       |
| City of Spokane Valley                                           | 079723000000000  | SULLIVAN ROAD      | BNSF RAILROAD            |
| City of Spokane Valley                                           | 081238000000000  | FANCHER ROAD       | RAILROAD AVE & BNSF      |
| City of Spokane Valley                                           | 081264000000000  | SULLIVAN RD S/B    | UNION PACIFIC RR         |
| City of Spokane Valley                                           | 081398000000000  | SULLIVAN ROAD N/B  | SPOKANE RIVER            |
| City of Spokane Valley                                           | 081416000000000  | SULLIVAN ROAD N/B  | UNION PACIFIC RR         |
| City of Spokane Valley                                           | 086465000000000  | DISHMAN-MICA RD    | CHESTER CREEK            |
| City of Spokane Valley                                           | 088004000000000  | BARKER ROAD        | SPOKANE RIVER            |
| City of Spokane Valley                                           | 088740000000000  | SULLIVAN ROAD S/B  | SPOKANE RIVER            |
| State Park, Forest, or<br>Reservation Agency<br>(Spokane County) | 086476000000000  | PARKING ACCESS     | LITTLE SPOKANE RIVER     |
| Spokane County                                                   | 0004332A0000000  | WANDERMERE ROAD    | LITTLE SPOKANE RIVER     |
| Spokane County                                                   | 079727000000000  | PATTERSON ROAD     | SANDERS CREEK            |
| Spokane County                                                   | 079822000000000  | ELDER ROAD         | CALIFORNIA CREEK         |
| Spokane County                                                   | 079887000000000  | VALLEY CHAPEL ROAD | LATAH CREEK              |
| Spokane County                                                   | 080038000000000  | RUTTER PARKWAY     | LITTLE SPOKANE RIVER     |
| Spokane County                                                   | 080044000000000  | VALLEY CHAPEL ROAD | CALIFORNIA CREEK         |
| Spokane County                                                   | 080079000000000  | CRAWFORD STREET    | DRAGOON CREEK            |
| Spokane County                                                   | 080115000000000  | GORDON ROAD        | DEEP CREEK               |
| Spokane County                                                   | 080116000000000  | HEGLAR ROAD        | DEADMAN CREEK            |
| Spokane County                                                   | 080348000000000  | PEONE ROAD         | DEADMAN CREEK            |
| Spokane County                                                   | 080544000000000  | CHARLES ROAD       | SPOKANE RIVER            |
| Spokane County                                                   | 080558000000000  | IDAHO ROAD         | ROSE CREEK               |
| Spokane County                                                   | 080727000000000  | ELDER ROAD         | UP RR TRACKS             |
| Spokane County                                                   | 080767000000000  | ANDERSON ROAD      | COLUMBIA PLATEAU TRAIL   |
| Spokane County                                                   | 080768000000000  | ANDERSON ROAD      | UPRR TRACKS              |
| Spokane County                                                   | 080783000000000  | KEEVY ROAD         | LATAH CREEK              |
| Spokane County                                                   | 080863000000000  | CAMPBELL ROAD      | UNION PACIFIC RAILROAD   |
| Spokane County                                                   | 081071000000000  | FINDLEY ROAD       | BEAR CREEK               |



| Owner          | NBI Facility No. | Facility Carried   | Facility Crossed        |
|----------------|------------------|--------------------|-------------------------|
| Spokane County | 0813180000000000 | STARR ROAD         | NEWMAN LAKE OUTLET      |
| Spokane County | 0814700000000000 | WAIKIKI ROAD       | LITTLE SPOKANE RIVER    |
| Spokane County | 0819340000000000 | CHENEY-SPOKANE RD  | UP&BN RR & MARSHALL CR  |
| Spokane County | 0820860000000000 | WEST BRADSHAW ROAD | LATAH CREEK             |
| Spokane County | 0821030000000000 | LITTLE SPOKANE DR. | LITTLE SPOKANE RIVER    |
| Spokane County | 0821680000000000 | N. KENTUCK TRAILS  | LATAH CREEK             |
| Spokane County | 0822700000000000 | ELK-CHATTAROY ROAD | LITTLE SPOKANE RIVER    |
| Spokane County | 0823520000000000 | CHENEY-SPANGLE RD  | COLUMBIA PLATEAU TRAIL  |
| Spokane County | 0824310000000000 | SEVEN MILE ROAD    | DEEP CREEK              |
| Spokane County | 0824540000000000 | JAY AVE            | DRAINAGE                |
| Spokane County | 0824990000000000 | BROOKS ROAD        | COULEE CREEK            |
| Spokane County | 0828060000000000 | COLBERT ROAD       | LITTLE SPOKANE RIVER    |
| Spokane County | 0829710000000000 | WEST BRANCH ROAD   | WB LITTLE SPOKANE RIVER |
| Spokane County | 0830650000000000 | COLBERT ROAD       | LITTLE DEEP CREEK       |
| Spokane County | 0830720000000000 | RIVERWAY ROAD      | LITTLE SPOKANE RIVER    |
| Spokane County | 0831080000000000 | JACKSON ROAD       | ROCK CREEK              |
| Spokane County | 0831580000000000 | WOOD ROAD          | COULEE CREEK            |
| Spokane County | 0834360000000000 | CHENEY-PLAZA ROAD  | COLUMBIA PLATEAU TRAIL  |
| Spokane County | 0836580000000000 | OLD STATE ROUTE195 | N PINE CREEK WIR RR     |
| Spokane County | 0836870000000000 | TRUAX ROAD         | SOUTH FORK ROCK CREEK   |
| Spokane County | 0838100000000000 | HAYS ROAD          | LATAH CREEK             |
| Spokane County | 0838340000000000 | COULEE-HITE ROAD   | COULEE CREEK            |
| Spokane County | 0844530000000000 | MCFARLANE ROAD     | N FORK DEEP CREEK       |
| Spokane County | 0844650000000000 | LADD ROAD          | NORTH FORK DEEP CREEK   |
| Spokane County | 0844930000000000 | CRESCENT ROAD      | DRAGOON CREEK           |
| Spokane County | 0844990000000000 | LITTLE SPOKANE DR. | LITTLE SPOKANE RIVER    |
| Spokane County | 0845420000000000 | SPANGLE-WAVERLY RD | LATAH CREEK             |
| Spokane County | 0846250000000000 | CHATTAROY ROAD     | LITTLE SPOKANE RIVER    |
| Spokane County | 0846750000000000 | WELLS ROAD         | SANDERS CREEK           |
| Spokane County | 0847020000000000 | DUNKLE ROAD        | NORTH FORK ROCK CREEK   |
| Spokane County | 0847400000000000 | DEER PARK-MILAN RD | LITTLE SPOKANE RIVER    |
| Spokane County | 0847910000000000 | MILAN ROAD         | LITTLE SPOKANE RIVER    |
| Spokane County | 0848000000000000 | TRUAX ROAD         | SOUTH FORK ROCK CREEK   |

| Owner          | NBI Facility No. | Facility Carried   | Facility Crossed      |
|----------------|------------------|--------------------|-----------------------|
| Spokane County | 0848310000000000 | STARR ROAD         | SOUTH FORK ROCK CREEK |
| Spokane County | 0857530000000000 | MCFARLANE ROAD     | DEEP CREEK            |
| Spokane County | 0857540000000000 | EUCLID ROAD        | DEEP CREEK            |
| Spokane County | 0857550000000000 | GARFIELD ROAD      | DEEP CREEK            |
| Spokane County | 0857560000000000 | PINE BLUFF ROAD    | COULEE CREEK          |
| Spokane County | 0857580000000000 | ELOIKA ROAD        | LITTLE SPOKANE RIVER  |
| Spokane County | 0857590000000000 | SANDS ROAD         | CALIFORNIA CREEK      |
| Spokane County | 0857600000000000 | MARSH ROAD         | LATAH CREEK           |
| Spokane County | 0857610000000000 | CHATCOLET ROAD     | ROSE CREEK            |
| Spokane County | 0858220000000000 | GREENLEAF DRIVE    | LITTLE SPOKANE RIVER  |
| Spokane County | 0859150000000000 | SEVEN MILE ROAD    | SPOKANE RIVER         |
| Spokane County | 0859290000000000 | ROBERTS ROAD       | LATAH CREEK           |
| Spokane County | 0860480000000000 | SANDERS ROAD       | SOUTH FORK ROCK CREEK |
| Spokane County | 0860490000000000 | HARVARD ROAD       | SOUTH FORK ROCK CREEK |
| Spokane County | 0860500000000000 | BRADSHAW ROAD      | SOUTH FORK ROCK CREEK |
| Spokane County | 0861560000000000 | RAMBO ROAD         | DEEP CREEK            |
| Spokane County | 0862090000000000 | DALTON ROAD        | DRAGOON CREEK         |
| Spokane County | 0862100000000000 | VALLEY CHAPEL RD   | LATAH CREEK           |
| Spokane County | 0863160000000000 | DARKNELL ROAD      | RATTLERS RUN CREEK    |
| Spokane County | 0863170000000000 | HARVARD ROAD       | SPOKANE RIVER         |
| Spokane County | 0863180000000000 | SCROGGIE ROAD      | UPRR TRACKS           |
| Spokane County | 0863190000000000 | STENTZ ROAD        | SPANGLE CREEK         |
| Spokane County | 0863200000000000 | VALLEY ROAD        | OTTER CREEK           |
| Spokane County | 0864470000000000 | OLD SR-195         | SPRING VALLEY CREEK   |
| Spokane County | 0864640000000000 | SPRING VALLEY ROAD | LATAH CREEK           |
| Spokane County | 0864660000000000 | PRAIRIE VIEW RD    | LATAH CREEK           |
| Spokane County | 0864670000000000 | MORROW ROAD        | PINE CREEK            |
| Spokane County | 0864680000000000 | ESPANOLA ROAD      | DEEP CREEK            |
| Spokane County | 0865000000000000 | STALEY ROAD        | DRAGOON CREEK         |
| Spokane County | 0866360000000000 | DARTFORD DRIVE     | LITTLE SPOKANE RIVER  |
| Spokane County | 0871760000000000 | CHATCOLET ROAD     | ROCK CREEK            |
| Spokane County | 0872050000000000 | ARGONNE ROAD       | SPOKANE RIVER         |
| Spokane County | 0875830000000000 | LITTLE SPOKANE DR. | LITTLE SPOKANE RIVER  |
| Spokane County | 0875840000000000 | DEEP CREEK ROAD    | DEEP CREEK            |
| Spokane County | 0875850000000000 | VALLEY CHAPEL RD   | ROCK CREEK            |



| Owner            | NBI Facility No. | Facility Carried   | Facility Crossed         |
|------------------|------------------|--------------------|--------------------------|
| Spokane County   | 0876010000000000 | VALLEY CHAPEL RD   | SPANGLE CREEK            |
| Spokane County   | 0877050000000000 | JACKSON ROAD       | RATTLERS RUN CREEK       |
| Spokane County   | 0882290000000000 | CHATTAROY ROAD     | DRAGOON CREEK            |
| Spokane County   | 0882300000000000 | APPLEWAY ROAD      | SPOKANE RIVER            |
| Spokane County   | 0885010000000000 | OREGON ROAD        | NORTH FORK DRAGOON CRK   |
| Spokane County   | 0885020000000000 | LITTLE SPOKANE DR  | LITTLE SPOKANE RIVER     |
| Spokane County   | 0885480000000000 | CHENEY-PLAZA ROAD  | SANDERS CREEK            |
| Spokane County   | 0886450000000000 | BRUCE ROAD         | PEONE CREEK              |
| Spokane County   | 0886820000000000 | JACKSON ROAD       | OCHLARE CREEK            |
| Spokane County   | 0887140000000000 | CHRISTENSEN ROAD   | DEEP CREEK               |
| Spokane County   | 0887160000000000 | ELLIOTT ROAD       | DEADMAN CREEK            |
| Spokane County   | 0888320000000000 | 7-MILE ROAD        | COULEE CREEK             |
| Spokane County   | 0889320000000000 | RITCHEY ROAD       | DEEP CREEK               |
| Spokane County   | 0889380000000000 | HOLCOMB ROAD       | DEADMAN CREEK            |
| Spokane County   | 0890090000000000 | MONROE ROAD        | W. BRANCH DRAGOON CREEK  |
| Spokane County   | 0890230000000000 | BIGELOW GULCH ROAD | FORKER ROAD              |
| Spokane County   | 0891680000000000 | IDAHO ROAD         | SOUTH FORK ROCK CREEK    |
| Spokane County   | 0892530000000000 | FORKER ROAD        | DRAINAGE                 |
| Spokane County   | 0892580000000000 | FRIDEGER ROAD      | LITTLE SPOKANE RIVER     |
| Spokane County   | 0892590000000000 | WALLIS ROAD        | SOUTH FORK DEADMAN CREEK |
| Spokane County   | 0893170000000000 | MONROE ROAD        | DRAGOON CREEK            |
| Spokane County   | 0893920000000000 | MARSHALL ROAD      | MARSHALL CREEK           |
| Spokane County   | 0894900000000000 | EUCLID ROAD        | BNSF RR TRACKS           |
| Spokane County   | 0895190000000000 | CONNOR ROAD        | CALIFORNIA CREEK         |
| Spokane County   | 0895420000000000 | LITTLE SPOKANE DR. | LITTLE SPOKANE RIVER     |
| Town of Rockford | 0870750000000000 | FIRST STREET       | MICA CREEK               |
| Town of Spangle  | 0850250000000000 | 3RD STREET         | SPANGLE CREEK            |
| Town of Spangle  | 0850280000000000 | 2ND STREET         | SPANGLE CREEK            |
| Town of Spangle  | 0850300000000000 | 1ST STREET         | SPANGLE CREEK            |
| Town of Spangle  | 0850320000000000 | MAIN STREET        | SPANGLE CREEK            |
| WSDOT            | 000000GP00000000 | SR 27              | COVE CREEK               |
| WSDOT            | 000000MP00000000 | SR 206             | DEADMAN CR NO 1          |
| WSDOT            | 0002365A00000000 | US 2               | NP RY                    |
| WSDOT            | 0002701A00000000 | US 2               | DEEP CREEK               |
| WSDOT            | 0003168B00000000 | US 2               | N FK DEEP CR LOWER X-ING |

| Owner | NBI Facility No. | Facility Carried  | Facility Crossed     |
|-------|------------------|-------------------|----------------------|
| WSDOT | 0004029A00000000 | US 395            | DRAGOON CR           |
| WSDOT | 0004637A00000000 | ARGONNE RD        | I-90                 |
| WSDOT | 0005130A00000000 | FLORA RD          | I-90                 |
| WSDOT | 0005130B00000000 | BARKER RD         | I-90                 |
| WSDOT | 0005158A00000000 | I-90 WB RAMP      | I-90                 |
| WSDOT | 0005397A00000000 | SR 27             | ROCK CREEK           |
| WSDOT | 0005405A00000000 | US 2              | LITTLE SPOKANE RIVER |
| WSDOT | 0005453A00000000 | I-90              | S ALTAMONT ST        |
| WSDOT | 0005453C00000000 | THOR ST           | I-90                 |
| WSDOT | 0005453D00000000 | FREYA ST          | I-90                 |
| WSDOT | 0005453E00000000 | I-90              | S HAVANA ST          |
| WSDOT | 0006579A00000000 | I-90              | HANGMAN CREEK        |
| WSDOT | 0006579B00000000 | I-90              | HANGMAN CREEK        |
| WSDOT | 0006822A00000000 | GROVE RD          | I-90                 |
| WSDOT | 0006875A00000000 | US 2              | I-90                 |
| WSDOT | 0006875B00000000 | US 2              | I-90                 |
| WSDOT | 0006875C00000000 | I-90              | GARDEN SPRINGS RD    |
| WSDOT | 0006875D00000000 | I-90              | GARDEN SPRINGS RD    |
| WSDOT | 0006896B00000000 | LINDEKE ST        | I-90                 |
| WSDOT | 0006956A00000000 | ROSAMOND AVE      | I-90                 |
| WSDOT | 0007027A00000000 | SR 27             | RATTLER RUN CR UPRR  |
| WSDOT | 0007072A00000000 | GARDEN SPRING RD  | I-90                 |
| WSDOT | 0007094A00000000 | US 195            | I-90                 |
| WSDOT | 0007094B00000000 | US 195            | I-90                 |
| WSDOT | 0007107A00000000 | E WELLESLEY AVE   | SR 290 WB            |
| WSDOT | 0007107B00000000 | E WELLESLEY AVE   | RAILROAD             |
| WSDOT | 0007317A00000000 | US 2              | W AIRPORT DRIVE      |
| WSDOT | 0007317B00000000 | US 2              | W AIRPORT DR         |
| WSDOT | 0007317C00000000 | US 2              | GEIGER BLVD          |
| WSDOT | 0007317D00000000 | US 2              | GEIGER BLVD          |
| WSDOT | 0007423A00000000 | N LIBERTY LAKE RD | I-90                 |
| WSDOT | 0007438A00000000 | SR 290            | RAILROAD             |
| WSDOT | 0007630A00000000 | SR 902            | I-90                 |
| WSDOT | 0007768A00000000 | SR 902            | I-90                 |
| WSDOT | 0007768B00000000 | SR 904            | I-90                 |
| WSDOT | 0007784A00000000 | SR 904            | I-90                 |
| WSDOT | 0007841A00000000 | I-90              | CITY STREETS         |
| WSDOT | 0007903A00000000 | I-90              | MEDICAL LAKE RD      |



| Owner | NBI Facility No. | Facility Carried | Facility Crossed           |
|-------|------------------|------------------|----------------------------|
| WSDOT | 0007903B00000000 | I-90             | MEDICAL LAKE RD            |
| WSDOT | 0007903C00000000 | I-90             | NP RY                      |
| WSDOT | 0007903D00000000 | I-90             | NP RY                      |
| WSDOT | 0007924A00000000 | SR 27            | UP RR                      |
| WSDOT | 0007954A00000000 | I-90             | VIADUCT STA 1396 US 2      |
| WSDOT | 0007954B00000000 | I-90 E-N RAMP    | BROWNE ST                  |
| WSDOT | 0007954C00000000 | I-90 S-E RAMP    | DIVISION ST                |
| WSDOT | 0007981A00000000 | US 195           | NP RY                      |
| WSDOT | 0007996A00000000 | SR 291           | LITTLE SPOKANE R           |
| WSDOT | 0008135A00000000 | SR 290           | SPOKANE RIVER              |
| WSDOT | 0008288A00000000 | I-90 S-W RAMP    | MCCLELLAN ST<br>BERNARD ST |
| WSDOT | 0008307A00000000 | I-90 W-N RAMP    | HOWARD ST                  |
| WSDOT | 0008322A00000000 | JEFFERSON-W RAMP | PARKING LOT                |
| WSDOT | 0008322B00000000 | WALNUT-E RAMP    | PARKING AREA               |
| WSDOT | 0008322C00000000 | W-CEDAR RAMP     | CITY STREET<br>(JEFFERSON) |
| WSDOT | 0008322D00000000 | FOURTH-E RAMP    | CITY STREET (4TH AVE)      |
| WSDOT | 0008611A00000000 | SHERMAN ST       | I-90                       |
| WSDOT | 0008611B00000000 | ARTHUR ST        | I-90                       |
| WSDOT | 0008774A00000000 | I-90             | 3RD AV & W-E RAMP          |
| WSDOT | 0008774C00000000 | SR 290 W-W RAMP  | 3RD AVE & W-E RAMP         |
| WSDOT | 0008774D00000000 | I-90 E-E RAMP    | 3RD AVE & I-90             |
| WSDOT | 0009150A00000000 | US 2             | W-W RAMP                   |
| WSDOT | 0009150B00000000 | US 2             | W-W RAMP                   |
| WSDOT | 0009150C00000000 | W-W & E-E RAMPS  | SUNSET HWY                 |
| WSDOT | 0009215A00000000 | I-90             | SPOKANE BRIDGE RD          |
| WSDOT | 0009215B00000000 | I-90             | SPOKANE BRIDGE RD          |
| WSDOT | 0009417A00000000 | US 195           | DAVIS RD                   |
| WSDOT | 0009417B00000000 | US 195           | BRADSHAW RD                |
| WSDOT | 0009462A00000000 | US 195           | PLAZA-CHENEY RD            |
| WSDOT | 0009462B00000000 | US 195           | DRAKE RD                   |
| WSDOT | 0009462C00000000 | US 195           | POWERS RD                  |
| WSDOT | 0009560B00000000 | US 195           | PINE CREEK                 |
| WSDOT | 0009560C00000000 | E BABB RD        | US 195                     |
| WSDOT | 0009622A00000000 | SR 290           | 2ND AVE                    |
| WSDOT | 0009622B00000000 | SR 290 W-W RAMP  | 2ND AVE                    |
| WSDOT | 0009622C00000000 | SR 290           | 2ND AVE                    |
| WSDOT | 0009622D00000000 | I-90 RAMP        | E 2ND AVE                  |

| Owner | NBI Facility No. | Facility Carried    | Facility Crossed         |
|-------|------------------|---------------------|--------------------------|
| WSDOT | 0009782A00000000 | MULLAN RD           | I-90                     |
| WSDOT | 0010792A00000000 | SR 27               | I-90                     |
| WSDOT | 0010792B00000000 | SR 27               | I-90                     |
| WSDOT | 0012327A00000000 | SR 290              | RR SPOKANE RIVER CITY ST |
| WSDOT | 0012563A00000000 | US 2                | W BRANCH LITTLE SPOKANE  |
| WSDOT | 0012781A00000000 | US 395              | WHITWORTH DRIVE          |
| WSDOT | 0012818A00000000 | SULLIVAN RD         | I-90                     |
| WSDOT | 0013050A00000000 | E BROADWAY AVE      | I-90                     |
| WSDOT | 0013145A00000000 | SR 290              | SPOKANE RIVER            |
| WSDOT | 0013496A00000000 | SR 290              | RAILROAD                 |
| WSDOT | 0013794A00000000 | US 2                | SPOKANE RIVER            |
| WSDOT | 0013812B00000000 | US 2                | LITTLE SPOKANE RIVER     |
| WSDOT | 0014237A00000000 | US 395              | LITTLE SPOKANE R         |
| WSDOT | 0015438A00000000 | I-90                | SPRAGUE AVE              |
| WSDOT | 0015438B00000000 | I-90                | UPRR                     |
| WSDOT | 0015637A00000000 | PARK ROAD           | I-90                     |
| WSDOT | 0015711A00000000 | US 395              | HATCH ROAD               |
| WSDOT | 0015711B00000000 | US 395              | HATCH ROAD               |
| WSDOT | 0015756A00000000 | EVERGREEN RD        | I-90                     |
| WSDOT | 0015947A00000000 | I-90                | SPRAGUE AVE              |
| WSDOT | 0015947B00000000 | I-90                | UPRR                     |
| WSDOT | 0015947C00000000 | W-W RAMP            | W-N RAMP                 |
| WSDOT | 0016720A00000000 | N/B US 395          | FARWELL RD               |
| WSDOT | 0016720B00000000 | US 395              | FARWELL RD               |
| WSDOT | 0016720C00000000 | US 2 W-S RAMP       | FARWELL RD               |
| WSDOT | 0016720D00000000 | US 395 N-E RAMP     | FARWELL RD               |
| WSDOT | 0017177A00000000 | N/B US 395          | FAIRVIEW RD              |
| WSDOT | 0017177B00000000 | N/B US 395          | MARKET STREET            |
| WSDOT | 0017177C00000000 | N/B US 395          | PARKSMITH DR & RR        |
| WSDOT | 0017177D00000000 | SHADY SLOPE RD      | US 2                     |
| WSDOT | 0017177E00000000 | SHADY SLOPE ROAD    | US 395                   |
| WSDOT | 0017177F00000000 | PERRY STREET        | US 395                   |
| WSDOT | 0017278A00000000 | N/B US 395          | LINCOLN RD               |
| WSDOT | 0017278B00000000 | N/B US 395 SPUR NSC | GERLACH RD               |
| WSDOT | 0017413A00000000 | US 395              | BNSF RR                  |
| WSDOT | 0017610A00000000 | US 395              | US 2                     |
| WSDOT | 0017610B00000000 | US 395              | US 2                     |



| Owner | NBI Facility No. | Facility Carried  | Facility Crossed      |
|-------|------------------|-------------------|-----------------------|
| WSDOT | 0017610C00000000 | N-N RAMP          | US 2                  |
| WSDOT | 0017610D00000000 | W-S RAMP          | US 395/US 2/RAMP      |
| WSDOT | 0017610E00000000 | N-N RAMP          | N-E RAMP              |
| WSDOT | 0017610G00000000 | US 2              | DEADMAN CREEK         |
| WSDOT | 0017777A00000000 | US 395            | N WANDERMERE & RAMP   |
| WSDOT | 0017777B00000000 | US 395            | N WANDERMERE & RAMP   |
| WSDOT | 0017967A00000000 | US 395 SPUR NSC   | LINCOLN RD            |
| WSDOT | 0017967B00000000 | US 395            | GERLACH RD            |
| WSDOT | 0017967C00000000 | US 395            | FAIRVIEW RD           |
| WSDOT | 0017967D00000000 | US 395            | MARKET ST             |
| WSDOT | 0017967E00000000 | US 395            | PARKSMITH DR & RR     |
| WSDOT | 0018195A00000000 | E-S RAMP          | MARKET STREET         |
| WSDOT | 0018296A00000000 | E FRANCIS AVE     | FUTURE US 395/RR/PED  |
| WSDOT | 0018378A00000000 | CHENEY SPOKANE RD | SR 195                |
| WSDOT | 0018496A00000000 | SR 395            | BNSF RR               |
| WSDOT | 0018496B00000000 | US 395            | BNSF RR               |
| WSDOT | 0019425A00000000 | SR 902            | I-90                  |
| WSDOT | 0019509A00000000 | SR 290            | SPOKANE RIVER         |
| WSDOT | 0019587A00000000 | US 395 W-N RAMP   | BNSF RR               |
| WSDOT | 0019587B00000000 | US 395 OFF RAMP   | BNSF RR               |
| WSDOT | 0019692A00000000 | KRAMER PARKWAY    | I-90                  |
| WSDOT | 0020051900000000 | I 90 EBL          | SPOKANE RIVER         |
| WSDOT | 0020052000000000 | I 90 WBL          | SPOKANE RIVER         |
| WSDOT | 0844880000000000 | SR 278            | ROCK CREEK            |
| WSDOT | 0846320000000000 | SR 278            | ROCK CREEK            |
| WSDOT | 0846400000000000 | SR 278            | NORTH FORK ROCK CREEK |
| WSDOT | 0854850000000000 | SR 278            | ROCK CREEK            |
| WSDOT | 0858390000000000 | US 2              | LITTLE DEEP CREEK     |

## TIP Projects by Performance Target Categories

SRTC's 2027-2030 TIP is aligned with the broader performance management goals and priorities expressed in the agency's MTP. Furthermore, many of the projects included in SRTC's 2027-2030 TIP include specific improvements aimed at making progress towards the region's Transportation Performance Management (TPM) targets. First and foremost, SRTC remains dedicated to target zero, the state of Washington's goal to reduce serious injury and fatal collisions to zero. Specific safety projects include horizontal curve signing, pedestrian hybrid beacons, installation of roundabouts, and intersection improvements, as well as other multimodal and crossing improvements. Furthermore, the list of projects includes numerous projects aimed at improving pavement condition on the National Highway System, in most cases through maintenance and preservation. The list also includes targeted improvements to bridges on the NHS, such as the Latah Creek Bridge on Sunset Blvd, a critical connection for system performance and for the resiliency of the region's transportation network. The completion of the NSC, which will become a key route for freight and non-freight traffic heading north or south through the region, will improve system performance throughout the region, such as by moving



trips off of slower-speed arterial routes where conflicts with other travel modes are more likely. Additional projects to improve system performance include traffic signal and intersection improvements, projects to reduce congestion and vehicle idling, and improvements to on and off ramp connections on and adjacent to congestion management corridors.

Many of the investments included in the TIP target more than one performance area. Some pavement preservation or reconstruction projects provide local agencies with opportunities to add or separate active transportation facilities, improve crosswalks and striping, or make system performance improvements such as realignment or widening. Projects that improve transit service and efficiency improve air quality and safety by reducing the need for relatively more dangerous vehicular trips, many of which are likely to be SOV trips. Roundabout projects reduce idling while providing demonstrated benefits to air quality and safety. Roundabouts at intersections such as Freya and Palouse and Bruce and Peone also provide a specific countermeasure for dangerous intersections where serious and fatal collisions have occurred. Projects that include active transportation or sidewalk improvements may aid air quality by encouraging safe and accessible pedestrian and micromobility trips. Although not credited in the table, active transportation improvements may also aid system performance by reducing travelers' demand for vehicular trips. The region's TIP also includes funds for an I-90 corridor study, an important step to bolster safety, performance, and infrastructure condition throughout this critical corridor.

A full list of performance areas targeted by projects in the TIP is included in the table below.

| Agency         | Project Title                                           | PM 1<br>Safety | PM 2<br>NHS<br>Bridge | PM 2<br>NHS<br>Pavement | Non-NHS<br>Pavement<br>or Bridge | PM 3<br>System<br>Performance | PM 3<br>CMAQ |
|----------------|---------------------------------------------------------|----------------|-----------------------|-------------------------|----------------------------------|-------------------------------|--------------|
| Airway Heights | Garfield Road/US 2 Roundabout Project                   | x              |                       | x                       |                                  | x                             |              |
| Cheney         | Salnave Road Preservation Project                       |                |                       |                         | x                                |                               | x            |
| Fairfield      | Prairie View Sidewalk                                   | x              |                       |                         |                                  |                               | x            |
| Liberty Lake   | N Molter Rd Overlay                                     |                |                       |                         | x                                | x                             | x            |
| Spokane        | Mission Ave. - Napa St. to Greene St. Grind & Overlay   |                |                       | x                       |                                  |                               |              |
| Spokane        | Ash St. - Maple St. - Monroe St. Grind & Overlay        |                |                       | x                       |                                  |                               |              |
| Spokane        | Latah Bridge Rehabilitation                             |                | x                     |                         | x                                |                               |              |
| Spokane        | Freya / Palouse Roundabout                              | x              |                       | x                       |                                  | x                             |              |
| Spokane        | Flett Middle School SRTS                                | x              |                       |                         |                                  |                               | x            |
| Spokane        | Monroe St. Maxwell Ave. to Indiana Ave. Grind & Overlay |                |                       | x                       |                                  |                               |              |
| Spokane        | Division Street Active Transportation Projects          | x              |                       |                         |                                  |                               | x            |
| Spokane        | Millwood Trail - Children of the Sun Trail to Fancher   |                |                       |                         |                                  |                               | x            |
| Spokane        | Riverside Avenue - Wall to Monroe                       |                |                       | x                       |                                  | x                             | x            |



| Agency         | Project Title                                                              | PM 1<br>Safety | PM 2<br>NHS<br>Bridge | PM 2<br>NHS<br>Pavement | Non-NHS<br>Pavement<br>or Bridge | PM 3<br>System<br>Performance | PM 3<br>CMAQ |
|----------------|----------------------------------------------------------------------------|----------------|-----------------------|-------------------------|----------------------------------|-------------------------------|--------------|
| Spokane        | Grand Blvd. - 29th to 13th                                                 | x              |                       | x                       |                                  | x                             |              |
| Spokane        | Spokane Falls Blvd.                                                        | x              | x                     | x                       |                                  | x                             | x            |
| Spokane        | Sunset Hwy Bike Path                                                       |                |                       |                         |                                  |                               | x            |
| Spokane        | Riverside, 1st Ave,<br>Sprague Bridges Deck<br>Rehab                       |                | x                     |                         | x                                |                               |              |
| Spokane        | 29th Ave. – Sprague Ave.<br>Grind & Overlay                                |                |                       | x                       | x                                |                               |              |
| Spokane        | Fish Lake Trail<br>Connection to Centennial<br>Trail Phase 2               |                |                       |                         |                                  |                               | x            |
| Spokane<br>Co. | Bruce Road and Peone<br>Road Roundabout                                    | x              |                       |                         |                                  | x                             | x            |
| Spokane<br>Co. | Colbert Bridge<br>Replacement No. 3703                                     |                |                       |                         | x                                |                               |              |
| Spokane<br>Co. | Staley Road Preser-<br>vation - Dalton Road to<br>US0 395                  |                |                       |                         | x                                |                               |              |
| Spokane<br>Co. | Wellesley Ave and<br>Appleway Ave Round-<br>about                          | x              |                       |                         |                                  | x                             | x            |
| Spokane<br>Co. | Craig Road - Four Lakes<br>Interchange Revision                            |                |                       |                         |                                  | x                             |              |
| Spokane<br>Co. | Cheney Spokane Road<br>Bridge No. 2404 Deck &<br>Barrier Rehabilitation    |                |                       |                         | x                                |                               |              |
| Spokane<br>Co. | Harvard Road Recon-<br>struction Phase 2                                   |                |                       | x                       |                                  |                               |              |
| Spokane<br>Co. | Commute Smart<br>– Advancing and<br>Connecting TDM, CTR<br>and Communities |                |                       |                         |                                  |                               | x            |
| Spokane<br>Co. | Gordon Road Bridge<br>No.1506                                              |                |                       |                         | x                                |                               |              |
| Spokane<br>Co. | Hayford Road, Trails<br>Road, Government Way,<br>Forker Road 2025 Safety   | x              |                       |                         |                                  |                               |              |
| Spokane<br>Co. | Country Homes Blvd SB<br>Lanes - Wall to Division                          |                |                       | x                       |                                  |                               |              |
| Spokane<br>Co. | Day Mt Spokane<br>Guardrail - Bruce Road<br>to Greenbluff Road             | x              |                       |                         |                                  |                               |              |
| Spokane<br>Co. | Aero Road Preservation<br>- Westbow Road to<br>Thomas Mallen Road          |                |                       |                         | x                                |                               |              |

| Agency                         | Project Title                                                                    | PM 1<br>Safety | PM 2<br>NHS<br>Bridge | PM 2<br>NHS<br>Pavement | Non-NHS<br>Pavement<br>or Bridge | PM 3<br>System<br>Performance | PM 3<br>CMAQ |
|--------------------------------|----------------------------------------------------------------------------------|----------------|-----------------------|-------------------------|----------------------------------|-------------------------------|--------------|
| Spokane Inter-national Airport | Airport Drive-Spotted Road Interchange and Realignment                           | x              |                       |                         |                                  | x                             |              |
| Spokane Transit                | Fixed Route Bus Purchase & Paratransit Fleet Purchase (5339)                     |                |                       |                         |                                  |                               |              |
| Spokane Transit                | Division Complimentary Active Transportation Planning & Design                   | x              |                       |                         |                                  |                               | x            |
| Spokane Transit                | Preventive Maintenance 5307                                                      |                |                       |                         |                                  |                               |              |
| Spokane Transit                | Wellesley High Performance Transit (HPT) Design & Engineering                    | x              |                       |                         |                                  | x                             | x            |
| Spokane Transit                | Section 5310 Funding for Seniors and People with Disabilities                    |                |                       |                         |                                  |                               |              |
| Spokane Transit                | Division Line: Division BRT Project Development, Construction and Implementation | x              |                       |                         |                                  | x                             | x            |
| Spokane Transit                | Airway Heights High Performance Transit Planning                                 | x              |                       |                         |                                  |                               |              |
| Spokane Transit                | Argonne Station Park and Ride                                                    |                |                       |                         |                                  |                               | x            |
| Spokane Valley                 | Sprague Preservation (Phase 2 - University to Bowdish)                           |                |                       | x                       |                                  |                               |              |
| Spokane Valley                 | Barker Road and 8th Avenue Roundabout                                            | x              |                       |                         |                                  | x                             | x            |
| Spokane Valley                 | E. Broadway Ave Preservation                                                     |                |                       |                         | x                                |                               |              |
| Spokane Valley                 | Sullivan/Trent Interchange- Stage 2                                              |                |                       | x                       |                                  | x                             | x            |
| Spokane Valley                 | Appleway Trail & Stormwater (Farr Rd Dishman Mica)                               |                |                       |                         |                                  |                               | x            |
| Spokane Valley                 | Argonne I-90 Bridge                                                              |                | x                     | x                       |                                  |                               |              |



| Agency         | Project Title                                                          | PM 1<br>Safety | PM 2<br>NHS<br>Bridge | PM 2<br>NHS<br>Pavement | Non-NHS<br>Pavement<br>or Bridge | PM 3<br>System<br>Performance | PM 3<br>CMAQ |
|----------------|------------------------------------------------------------------------|----------------|-----------------------|-------------------------|----------------------------------|-------------------------------|--------------|
| Spokane Valley | S. Barker Rd. (Sprague to 8th)                                         |                |                       | x                       |                                  | x                             |              |
| Spokane Valley | Sullivan Preservation - Spokane River - UPRR                           |                |                       | x                       |                                  |                               |              |
| Spokane Valley | Sullivan/Trent Inter-change- Stage 1                                   |                |                       | x                       |                                  | x                             | x            |
| SRTC           | Interstate-90 Corridor Study                                           | x              |                       |                         |                                  | x                             |              |
| SRTC           | 2028 Metropolitan Transportation Plan                                  |                |                       |                         |                                  |                               |              |
| WSDOT - EAST   | 2026-2029 SRTMC Operations                                             |                |                       |                         |                                  | x                             | x            |
| WSDOT - EAST   | US 395/NSC I-90 Inter-change - Stage 2                                 |                |                       | x                       |                                  | x                             | x            |
| WSDOT - EAST   | Asphalt/Chip Seal Preservation Spokane Regional Transportation Council |                |                       | x                       | x                                |                               |              |
| WSDOT - EAST   | US 395/NSC I-90 Improvements - Freya to Appleway                       |                |                       | x                       |                                  | x                             | x            |
| WSDOT - EAST   | US 395/NSC I-90 Improvements - Hamilton to Thor                        |                |                       | x                       |                                  | x                             | x            |
| WSDOT - EAST   | US 395/NSC I-90 Inter-change - Stage 1                                 |                |                       | x                       |                                  | x                             | x            |

# APPENDIX D

## Federal, State, and Local Revenues

### Federal Revenues

The current federal surface transportation program, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed on 08/16/2022. The preceeding act, known as Fixing America's Surface Transportation (FAST) Act was signed 12/04/2015. Many programs which began under the FAST Act continued under the IIJA, and this TIP includes the following federal programs established under one of the two aforementioned programs:

**Bridge Investment Program (BIP):** The Bridge Investment Program (BIP) provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.

**Better Utilizing Investments to Leverage Development Program (BUILD):** Formerly known as the RAISE program, this program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

**Bridge STBG (STBG(BR) or BR):** Replacement, rehabilitation, preservation, protection of local bridges and tunnels on public roads of all functional classifications. The state prioritizes and programs bridges for funding.

**Carbon Reduction Program (CRP):** The CRP category supports efforts to reduce carbon dioxide emissions from on-road highway sources. The CRP strategies must be developed in consultation with metropolitan planning organizations (MPOs) in the state. The Washington State carbon reduction strategy can be found here.

**Congestion Mitigation and Air Quality (CMAQ):** The CMAQ category addresses congestion mitigation and air quality improvement in non-attainment and/or maintenance areas. Funds are distributed to non-attainment and maintenance areas based on their population and the severity of air quality non-attainment. The MPO prioritizes and programs projects for funding.

**Demonstration Projects (DEMO):** Demonstration projects are identified through appropriation bills approved by Congress.

**FTA Section 5307 – Urbanized Area Formula Grants:** These funds are apportioned by a formula to each urbanized area, and are available for planning, capital and operating assistance. Where they exist, the transportation management area (TMA) and the designated recipient determine the programming of these funds.

**FTA Section 5309 – Capital Investment Grants:** This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

**FTA Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities:** This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transitdependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan and included in the RTPo program in their respective area. WSDOT administers these funds through the state consolidated grant program.

**FTA Section 5311 – Rural Area Formula Grants:** These formula funds are apportioned to each state, and eligible activities include program administration, Rural Transit Assistance Program (RTAP) technical assistance, intercity bus programs, state administration, and both capital and operating assistance. WSDOT administers these funds through a competitive grant program serving the general public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP.

**FTA Section 5339 – Bus and Bus Facilities:** Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. WSDOT administers these funds through the state consolidated grant program.

**Highway Infrastructure Program (HIP):** Provides support for road and bridge projects and for the elimination of hazards and the installation of protective devices at railway-highway crossings. Eligible activities



include only construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A) and for the elimination of hazards and the installation of protective devices at railway-highway crossings. Construction includes design and right of way that directly relates to the construction of these projects (23 USC 101(a)(4)). HIP funds are not eligible to be utilized on: Rural minor collectors or local access, transportation alternatives, ferries, transit, etc.; nor transportation planning and studies.

**High Priority Projects (High Priority):** The High Priority Projects program provides designated funding for specific projects identified by Congress in 23 U.S.C. 117. The designated funding can only be used for the project as described in the law, [1601(a)].

**Highway Safety Improvement Program (HSIP):** In FAST Act the objective of the core safety program continues to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. The state prioritizes and programs state and local projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 called Target Zero. This program has a set-aside for the railway/highway crossing program.

**National Electric Vehicle Infrastructure Program (NEVI):** NEVI provides funding to states to strategically deploy electric vehicle (EV) charging infrastructure.

**National Highway Freight Program (NHFP):** The National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals such as keeping the National Highway Freight Network in a state of good repair, improving freight efficiency, and reducing the environmental impacts of freight movement.

**National Highway Performance Program (NHPP):** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The NHPP provides funding for the following types of projects: construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System.

**National Significant Multimodal Freight and Highway Projects (INFRA):** The INFRA program continues to provide financial assistance through competitive grants, known as INFRA grants or credit assistance, to nationally and regionally significant freight and highway projects that align with the program goals to improve safety, efficiency, and reliability of the movement of freight and people in rural and urban areas, as well as reduce highway and/or freight congestion, among others.

**Regional STBG (STBG(UL), STBG(US), STBG(R)):** MPOs and county lead agencies are allocated STP funds for prioritization and selection. The allocations are based on population areas as follows: Urbanized areas greater than 200,000; Areas greater than 5,000 but no more than 200,000; Areas of 5,000 or less; and for use anywhere in the state. The MPOs and county lead agency programs projects for funding based upon their established procedures.

**Safe Streets and Roads for All (SS4A):** IIJA established the new Safe Streets and Roads for All (SS4A) competitive grant program, which supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives. The SS4A program supports the U.S. Department of Transportation's (DOT) National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways.

**Surface Transportation Block Grant (STBG):** This program provides flexible funding that may be used by WSDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere.

**Surface Transportation Block Grant Set-Aside (formerly TAP):** Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A set-aside for the Recreational Trails Program is provided. MPOs and RTPs are allocated TAP funds for prioritization and selection. The allocations are based on population areas as follows: Urbanized areas greater than 200,000; Areas greater than 5,000 but no more than 200,000; Areas of 5,000 or less; and for use anywhere in the state. The MPOs and RTPs programs projects for funding based upon their established procedures.



**Transportation Alternatives Program (TA):** The Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program provides eligible uses of the set-aside funds which include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

**WSDOT's STBG (STBG):** A portion of the STBG funds that can be used anywhere, are for state highway system preservation and interstate reconstruction. WSDOT prioritizes and programs these projects.

## State Revenues

**Transportation Improvement Board (TIB):** An independent state agency that provides state funding through a share of the statewide gas tax, for street construction and maintenance to cities and counties.

**Urban Arterial Program (UAP):** funds roadway projects that improve safety and mobility.

**Urban Corridor Program (UCP):** funds roadway projects with multiple funding partners that expand capacity.

**Sidewalk Program (SP):** funds sidewalk projects that improve safety and connectivity.

**Small City Arterial Program (SCAP):** funds small city (under 5,000 population) projects that improve safety and roadway conditions.

**Small City Preservation Program (SCPP):** funds small city (under 5,000 population) projects for rehabilitation and in some cases partners with WSDOT or county paving projects.

**Connecting Washington Account (CWA):** 2015 CWA package is a \$16 billion investment over the next 16 years.

**County Road Administration Board (CRAB):** An independent state agency that provides state funding through a share of the statewide gas tax, for county roadway projects and the county owned ferry system.

**Rural Arterial Program (RAP):** funds improvements on the county existing rural arterial road network.

**County Arterial Preservation Program (CAPP):** funds pavement preservation projects of a county's existing paved arterial road network.

**The County Ferry Capital Improvement Program (CFCIP):** offers financial assistance for major capital improvements to the four county-operated ferry systems.

**Freight Mobility Strategic Investment Board (FMSIB):** An independent state agency that provides state or federal STP flexible funds, combined with partnership funding, for freight mobility and freight mitigation projects along strategic freight corridors as approved by the legislature and Governor.

**Pedestrian and Bicycle Program (Ped/Bike):** This program's objective is to improve the transportation system to enhance safety and mobility for people who chose to walk or bike. The state prioritizes and programs projects.

**Safe Routes to School (TAP(SR)):** This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects.

## Local Revenues

Local transportation funding sources are primarily from the property tax for highway projects and the sales tax for transit projects. Other sources of revenue for highway projects include monies from street use permits, gas tax utility permits, overload/legal permits, service charges, plan deposits, interest on investments, rental and sale of real estate, impact fees, and other local option taxes permitted under State law.

**Arterial Street Fund (ASF):** This is the state gasoline tax distribution to cities and towns. Distribution is on the basis of population.

**Transportation Impact Fees:** House Bill No. 2929 of the 1990 Legislative session authorized jurisdictions to impose impact fees for transportation facilities on development activity, as a part of the Growth Management Programs.



# APPENDIX E

## Project Pages

Project pages ordered alphabetically by agency, following this page.

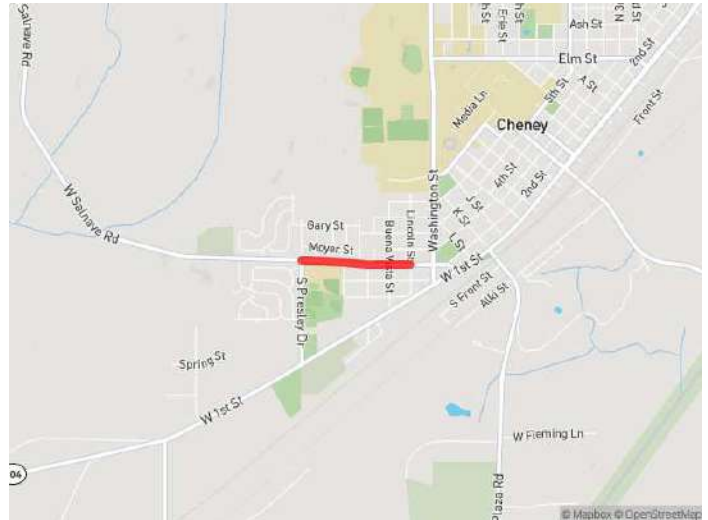
Construct a dual lane roundabout at the intersection of US 2 and Garfield Road to multi-modal enhancements and ADA upgrades. PE phase done under State project #0002(879)

| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | DEMO        | \$0   | \$1,730,741 | \$0    | \$0    | \$0    | \$0    | \$1,730,741 |
| Construction       | TIB         | \$0   | \$1,842,524 | \$0    | \$0    | \$0    | \$0    | \$1,842,524 |
| ↳ Construction     | Local       | \$0   | \$1,946,235 | \$0    | \$0    | \$0    | \$0    | \$1,946,235 |
| Total Construction |             | \$0   | \$5,519,500 | \$0    | \$0    | \$0    | \$0    | \$5,519,500 |
| Total Programmed   |             | \$0   | \$5,519,500 | \$0    | \$0    | \$0    | \$0    | \$5,519,500 |

## SRTC-1113 - Salnave Road Preservation Project

Street preservation work to include repair of existing sidewalk, ADA compliant upgrades, area asphalt excavation, asphalt grinding, utilities adjustments, and asphalt overlay from Presley Drive Street to Lincoln Street.

|                                                                                      |                                   |
|--------------------------------------------------------------------------------------|-----------------------------------|
| <b>WSDOT ID:</b>                                                                     | WA-07090                          |
| <b>Lead Agency:</b>                                                                  | Cheney                            |
| <b>Project Type:</b>                                                                 | Preservation - Overlays & Sealers |
| <b>Total Cost:</b>                                                                   | \$1,241,100                       |
| <b>Begin Termini:</b>                                                                | Presley Drive                     |
| <b>End Termini:</b>                                                                  | Lincoln Street                    |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 1,241,100                         |



|   | Phase                         | Fund Source | Prior | FY2027    | FY2028      | FY2029 | FY2030 | Future | Total       |
|---|-------------------------------|-------------|-------|-----------|-------------|--------|--------|--------|-------------|
|   | Preliminary Engineering       | STBG(US)    | \$0   | \$71,600  | \$0         | \$0    | \$0    | \$0    | \$71,600    |
| ↳ | Preliminary Engineering       | Local       | \$0   | \$52,500  | \$0         | \$0    | \$0    | \$0    | \$52,500    |
|   | Total Preliminary Engineering |             | \$0   | \$124,100 | \$0         | \$0    | \$0    | \$0    | \$124,100   |
|   | Construction                  | STBG(US)    | \$0   | \$0       | \$644,409   | \$0    | \$0    | \$0    | \$644,409   |
| ↳ | Construction                  | Local       | \$0   | \$0       | \$472,591   | \$0    | \$0    | \$0    | \$472,591   |
|   | Total Construction            |             | \$0   | \$0       | \$1,117,000 | \$0    | \$0    | \$0    | \$1,117,000 |
|   | Total Programmed              |             | \$0   | \$124,100 | \$1,117,000 | \$0    | \$0    | \$0    | \$1,241,100 |

## SRTC-1160 - Prairie View Sidewalk

The project will replace a segment of undermined sidewalk and ramps along West Carlton/Prairie View from 2nd Street to 3rd Street. It will also construct new sidewalk along Prairie View Road from 3rd Street to 5th Street.

|                                                                                      |                       |
|--------------------------------------------------------------------------------------|-----------------------|
| <b>WSDOT ID:</b>                                                                     | WA-16815              |
| <b>Lead Agency:</b>                                                                  | Fairfield             |
| <b>Project Type:</b>                                                                 | Sidewalk Infill/Rehab |
| <b>Total Cost:</b>                                                                   | \$440,030             |
| <b>Begin Termini:</b>                                                                | 2nd Street            |
| <b>End Termini:</b>                                                                  | 5th Street            |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 499,599               |



| Phase              | Fund Source | Prior | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|--------------------|-------------|-------|-----------|--------|--------|--------|--------|-----------|
| Construction       | CRP(R)      | \$0   | \$440,030 | \$0    | \$0    | \$0    | \$0    | \$440,030 |
| Total Construction |             | \$0   | \$440,030 | \$0    | \$0    | \$0    | \$0    | \$440,030 |
| Total Programmed   |             | \$0   | \$440,030 | \$0    | \$0    | \$0    | \$0    | \$440,030 |

## SRTC-1240 - N Molter Rd Overlay

Edge grind and overlay of N Molter Rd between E Appleway Ave and roundabout at Mission Ave, approximately 0.33 miles long with two drive lanes in each direction. ADA ramp upgrades will also be made within the project limits.

|                                                                               |                                   |
|-------------------------------------------------------------------------------|-----------------------------------|
| WSDOT ID:                                                                     | WA-16922                          |
| Lead Agency:                                                                  | Liberty Lake                      |
| Project Type:                                                                 | Preservation - Overlays & Sealers |
| Total Cost:                                                                   | \$1,336,935                       |
| Begin Termini:                                                                | Mission Ave                       |
| End Termini:                                                                  | Appleway Ave                      |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,478,911                         |

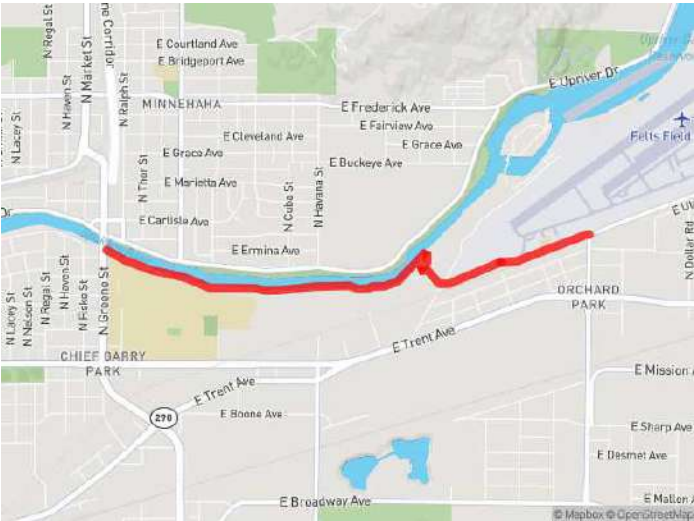


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$1,002,702 | \$0    | \$0    | \$0    | \$0    | \$1,002,702 |
| ↳ Construction     | Local       | \$0   | \$334,233   | \$0    | \$0    | \$0    | \$0    | \$334,233   |
| Total Construction |             | \$0   | \$1,336,935 | \$0    | \$0    | \$0    | \$0    | \$1,336,935 |
| Total Programmed   |             | \$0   | \$1,336,935 | \$0    | \$0    | \$0    | \$0    | \$1,336,935 |

# SRTC-1013 - Millwood Trail - Children of the Sun Trail to Fancher

Construct paved multiuse path along south side of Spokane River.

|                                                                               |                           |
|-------------------------------------------------------------------------------|---------------------------|
| WSDOT ID:                                                                     | WA-08404                  |
| Lead Agency:                                                                  | Spokane                   |
| Project Type:                                                                 | Shared Use Path           |
| Total Cost:                                                                   | \$5,567,000               |
| Begin Termini:                                                                | Children of the Sun Trail |
| End Termini:                                                                  | Fancher                   |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 6,024,000                 |

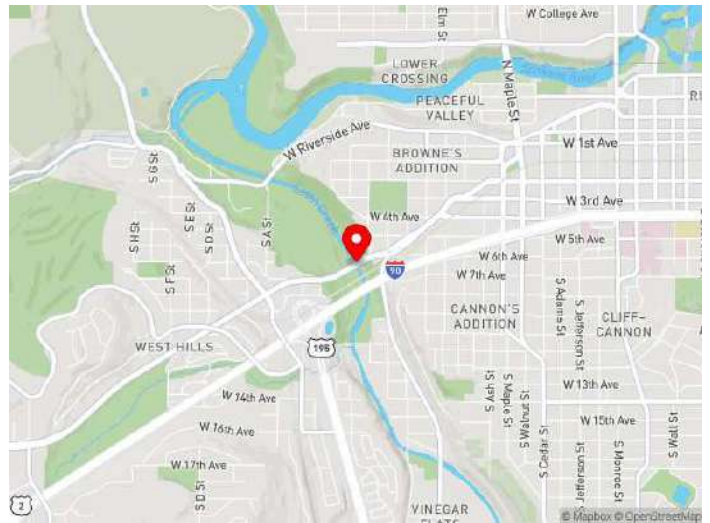


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | MAW         | \$0   | \$5,050,000 | \$0    | \$0    | \$0    | \$0    | \$5,050,000 |
| ↳ Construction     | Local       | \$0   | \$517,000   | \$0    | \$0    | \$0    | \$0    | \$517,000   |
| Total Construction |             | \$0   | \$5,567,000 | \$0    | \$0    | \$0    | \$0    | \$5,567,000 |
| Total Programmed   |             | \$0   | \$5,567,000 | \$0    | \$0    | \$0    | \$0    | \$5,567,000 |

## SRTC-1080 - Latah Bridge Rehabilitation

Replacement of the bridge deck, barriers, railing, sidewalks. Rehabilitation of select structural elements.

|                                                                                      |                          |
|--------------------------------------------------------------------------------------|--------------------------|
| <b>WSDOT ID:</b>                                                                     | WA-15430                 |
| <b>Lead Agency:</b>                                                                  | Spokane                  |
| <b>Project Type:</b>                                                                 | Bridge Rehabilitation    |
| <b>Total Cost:</b>                                                                   | \$59,840,000             |
| <b>Begin Termini:</b>                                                                | 150 west of Latah Bridge |
| <b>End Termini:</b>                                                                  | 150 east of Latah Bridge |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 65,100,000               |

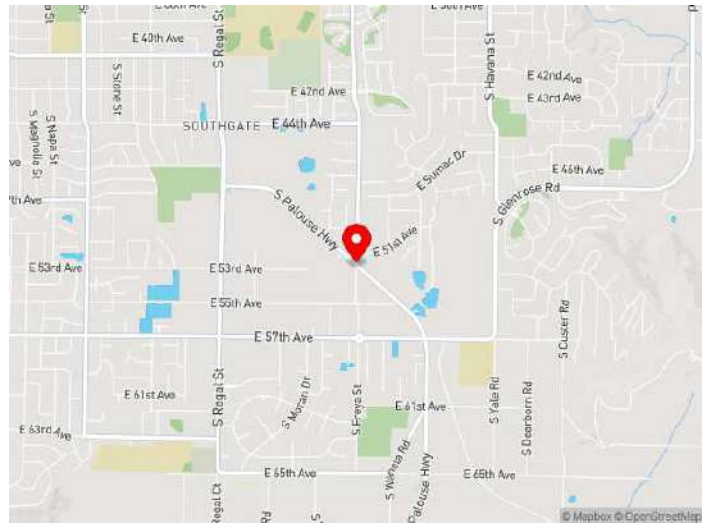


| Phase              | Fund Source   | Prior | FY2027   | FY2028       | FY2029 | FY2030 | Future | Total        |
|--------------------|---------------|-------|----------|--------------|--------|--------|--------|--------------|
| Right of Way       | Local         | \$0   | \$40,000 | \$0          | \$0    | \$0    | \$0    | \$40,000     |
| Total Right of Way |               | \$0   | \$40,000 | \$0          | \$0    | \$0    | \$0    | \$40,000     |
| Construction       | Discretionary | \$0   | \$0      | \$51,727,000 | \$0    | \$0    | \$0    | \$51,727,000 |
| Construction       | Local         | \$0   | \$0      | \$8,073,000  | \$0    | \$0    | \$0    | \$8,073,000  |
| Total Construction |               | \$0   | \$0      | \$59,800,000 | \$0    | \$0    | \$0    | \$59,800,000 |
| Total Programmed   |               | \$0   | \$40,000 | \$59,800,000 | \$0    | \$0    | \$0    | \$59,840,000 |

## SRTC-1101 - Freya / Palouse Roundabout

Reconstruction of the intersection and install a roundabout.

|                                                                                      |                               |
|--------------------------------------------------------------------------------------|-------------------------------|
| <b>WSDOT ID:</b>                                                                     | WA-15899                      |
| <b>Lead Agency:</b>                                                                  | Spokane                       |
| <b>Project Type:</b>                                                                 | Roundabout                    |
| <b>Total Cost:</b>                                                                   | \$5,833,600                   |
| <b>Begin Termini:</b>                                                                | 900 feet west of intersection |
| <b>End Termini:</b>                                                                  | 1100 feet of intersection     |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 4,870,000                     |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | DEMO        | \$0   | \$3,480,800 | \$0    | \$0    | \$0    | \$0    | \$3,480,800 |
| ↳ Construction     | Local       | \$0   | \$789,200   | \$0    | \$0    | \$0    | \$0    | \$789,200   |
| Construction       | TIB         | \$0   | \$1,563,600 | \$0    | \$0    | \$0    | \$0    | \$1,563,600 |
| Total Construction |             | \$0   | \$5,833,600 | \$0    | \$0    | \$0    | \$0    | \$5,833,600 |
| Total Programmed   |             | \$0   | \$5,833,600 | \$0    | \$0    | \$0    | \$0    | \$5,833,600 |

# SRTC-1103 - Sunset Hwy Bike Path

Construct a shared use path from east of Deer Heights Rd. to Spotted Rd. including ADA ramps and striping of road crossings.

|                                                                               |                 |
|-------------------------------------------------------------------------------|-----------------|
| WSDOT ID:                                                                     | WA-16257        |
| Lead Agency:                                                                  | Spokane         |
| Project Type:                                                                 | Shared Use Path |
| Total Cost:                                                                   | \$3,281,065     |
| Begin Termini:                                                                | Deer Heights Rd |
| End Termini:                                                                  | Spotted Rd      |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 4,547,000       |

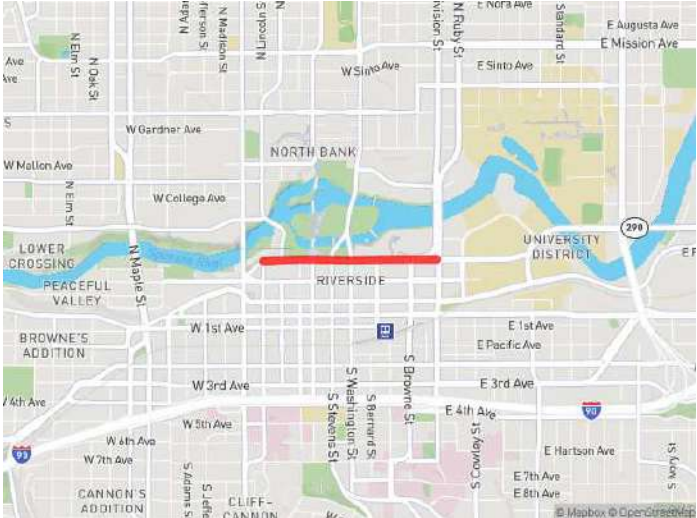


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$1,281,065 | \$0    | \$0    | \$0    | \$0    | \$1,281,065 |
| Construction       | Local       | \$0   | \$400,000   | \$0    | \$0    | \$0    | \$0    | \$400,000   |
| Construction       | WSDOT       | \$0   | \$1,600,000 | \$0    | \$0    | \$0    | \$0    | \$1,600,000 |
| Total Construction |             | \$0   | \$3,281,065 | \$0    | \$0    | \$0    | \$0    | \$3,281,065 |
| Total Programmed   |             | \$0   | \$3,281,065 | \$0    | \$0    | \$0    | \$0    | \$3,281,065 |

## SRTC-1115 - Spokane Falls Blvd.

Reconstruction of pavement for 3,300 feet of Spokane Falls Boulevard. Reconstruction of sidewalk as necessary. Updates lighting, traffic signals, and communication lines. ADA compliance updates, including curb bumpouts where appropriate. Bicycle facilities will also be included.

|                                                                               |                |
|-------------------------------------------------------------------------------|----------------|
| WSDOT ID:                                                                     | WA-14208       |
| Lead Agency:                                                                  | Spokane        |
| Project Type:                                                                 | Reconstruction |
| Total Cost:                                                                   | \$13,700,000   |
| Begin Termini:                                                                | Lincoln St.    |
| End Termini:                                                                  | Division St.   |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 8,118,000      |

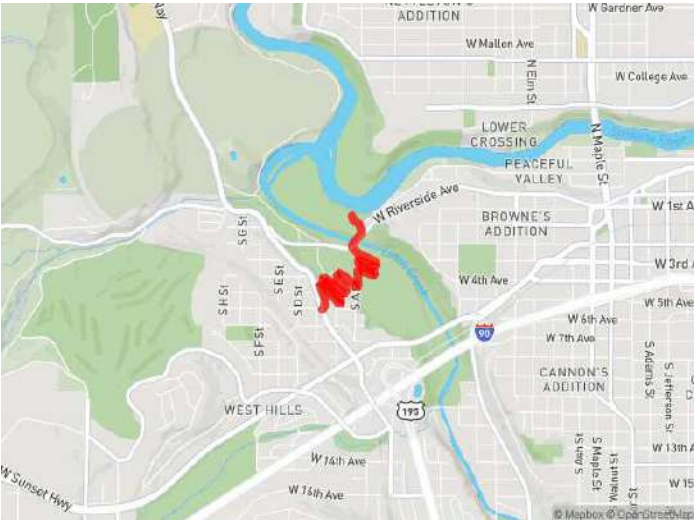


| Phase                         | Fund Source | Prior | FY2027   | FY2028      | FY2029      | FY2030 | Future | Total        |
|-------------------------------|-------------|-------|----------|-------------|-------------|--------|--------|--------------|
| Preliminary Engineering       | Local       | \$0   | \$50,000 | \$0         | \$0         | \$0    | \$0    | \$50,000     |
| Total Preliminary Engineering |             | \$0   | \$50,000 | \$0         | \$0         | \$0    | \$0    | \$50,000     |
| Construction                  | Local       | \$0   | \$0      | \$6,825,000 | \$6,825,000 | \$0    | \$0    | \$13,650,000 |
| Total Construction            |             | \$0   | \$0      | \$6,825,000 | \$6,825,000 | \$0    | \$0    | \$13,650,000 |
| Total Programmed              |             | \$0   | \$50,000 | \$6,825,000 | \$6,825,000 | \$0    | \$0    | \$13,700,000 |

## SRTC-1116 - Fish Lake Trail Connection to Centennial Trail Phase 2

Construct a shared use trail from near 5th Ave. near Government Way down the hill through High Bridge Park to Riverside Ave., connecting to the trail head near the south side of the Sandifur Bridge.

|                                                                               |                 |
|-------------------------------------------------------------------------------|-----------------|
| WSDOT ID:                                                                     | WA-15065        |
| Lead Agency:                                                                  | Spokane         |
| Project Type:                                                                 | Shared Use Path |
| Total Cost:                                                                   | \$8,409,000     |
| Begin Termini:                                                                | n/a             |
| End Termini:                                                                  | n/a             |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 7,653,000       |

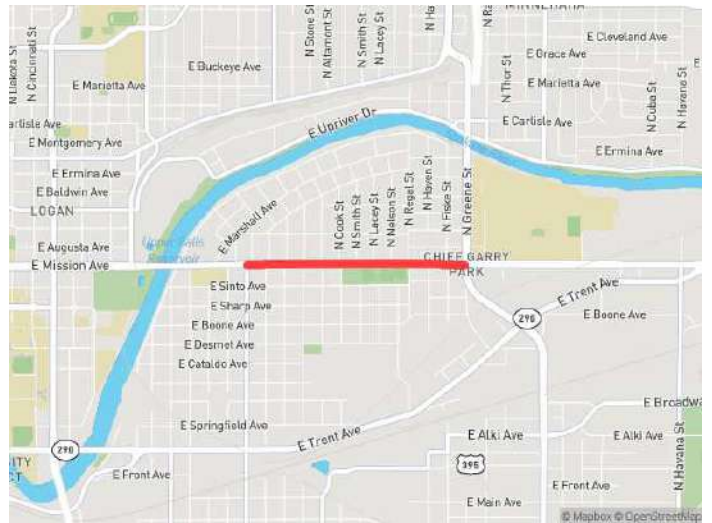


| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029      | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|-------------|--------|--------|-------------|
| Construction       | CMAQ        | \$0   | \$0    | \$579,413   | \$0         | \$0    | \$0    | \$579,413   |
| ↳ Construction     | Local       | \$0   | \$0    | \$78,221    | \$0         | \$0    | \$0    | \$78,221    |
| Construction       | CMAQ        | \$0   | \$0    | \$0         | \$2,463,898 | \$0    | \$0    | \$2,463,898 |
| ↳ Construction     | Local       | \$0   | \$0    | \$0         | \$3,401,221 | \$0    | \$0    | \$3,401,221 |
| Construction       | TA(UL)      | \$0   | \$0    | \$511,892   | \$0         | \$0    | \$0    | \$511,892   |
| ↳ Construction     | Local       | \$0   | \$0    | \$69,105    | \$0         | \$0    | \$0    | \$69,105    |
| Construction       | TA(UL)      | \$0   | \$0    | \$0         | \$1,150,000 | \$0    | \$0    | \$1,150,000 |
| ↳ Construction     | Local       | \$0   | \$0    | \$0         | \$155,250   | \$0    | \$0    | \$155,250   |
| Total Construction |             | \$0   | \$0    | \$1,238,631 | \$7,170,369 | \$0    | \$0    | \$8,409,000 |
| Total Programmed   |             | \$0   | \$0    | \$1,238,631 | \$7,170,369 | \$0    | \$0    | \$8,409,000 |

## SRTC-1124 - Mission Ave. - Napa St. to Greene St. Grind & Overlay

Pavement grind & overlay including full depth pavement repair where needed. Complete ADA ramp upgrades where warranted.

|                                                                                      |                                   |
|--------------------------------------------------------------------------------------|-----------------------------------|
| <b>WSDOT ID:</b>                                                                     | WA-16709                          |
| <b>Lead Agency:</b>                                                                  | Spokane                           |
| <b>Project Type:</b>                                                                 | Preservation - Overlays & Sealers |
| <b>Total Cost:</b>                                                                   | \$1,388,653                       |
| <b>Begin Termini:</b>                                                                | Napa St                           |
| <b>End Termini:</b>                                                                  | Greene St                         |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 1,527,600                         |

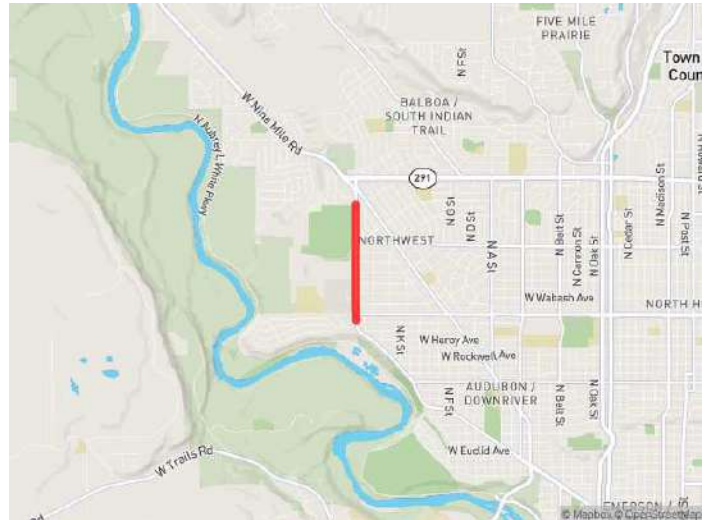


| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$0    | \$1,041,490 | \$0    | \$0    | \$0    | \$1,041,490 |
| ↳ Construction     | Local       | \$0   | \$0    | \$347,163   | \$0    | \$0    | \$0    | \$347,163   |
| Total Construction |             | \$0   | \$0    | \$1,388,653 | \$0    | \$0    | \$0    | \$1,388,653 |
| Total Programmed   |             | \$0   | \$0    | \$1,388,653 | \$0    | \$0    | \$0    | \$1,388,653 |

## SRTC-1125 - Flett Middle School SRTS

Install new traffic signal at Assembly/Wellesley. Lane width reduction along Assembly St. and upgrade to protected bike lanes. Install RRFB's. Sidewalk infill along Wellesley.

|                                                                                      |                                 |
|--------------------------------------------------------------------------------------|---------------------------------|
| <b>WSDOT ID:</b>                                                                     | WA-16716                        |
| <b>Lead Agency:</b>                                                                  | Spokane                         |
| <b>Project Type:</b>                                                                 | Signal Installation/replacement |
| <b>Total Cost:</b>                                                                   | \$2,097,000                     |
| <b>Begin Termini:</b>                                                                | 150feet south of Wellesley      |
| <b>End Termini:</b>                                                                  | Winston                         |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 2,307,000                       |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | SRTS        | \$0   | \$2,097,000 | \$0    | \$0    | \$0    | \$0    | \$2,097,000 |
| Total Construction |             | \$0   | \$2,097,000 | \$0    | \$0    | \$0    | \$0    | \$2,097,000 |
| Total Programmed   |             | \$0   | \$2,097,000 | \$0    | \$0    | \$0    | \$0    | \$2,097,000 |

## SRTC-1127 - Division Street Active Transportation Projects

Implementation of several active transportation projects in support of access to Division Street Bus Rapid Transit and overall safe access to Division Street. The project includes pedestrian and bicycle facility improvements on four corridors near Division St.

|                                                                               |                       |
|-------------------------------------------------------------------------------|-----------------------|
| WSDOT ID:                                                                     | WA-16719              |
| Lead Agency:                                                                  | Spokane               |
| Project Type:                                                                 | Active Transportation |
| Total Cost:                                                                   | \$2,874,813           |
| Begin Termini:                                                                | various               |
| End Termini:                                                                  | various               |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 3,162,300             |

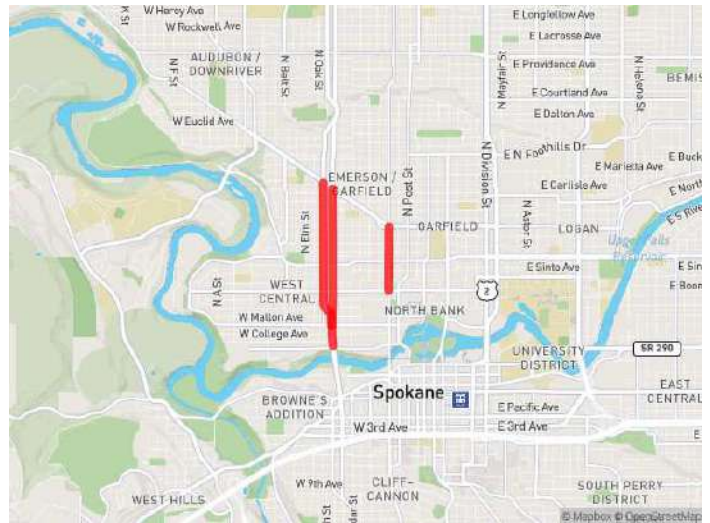


| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|--------|--------|--------|-------------|
| Construction       | CMAQ        | \$0   | \$0    | \$1,911,751 | \$0    | \$0    | \$0    | \$1,911,751 |
| ↳ Construction     | Local       | \$0   | \$0    | \$963,062   | \$0    | \$0    | \$0    | \$963,062   |
| Total Construction |             | \$0   | \$0    | \$2,874,813 | \$0    | \$0    | \$0    | \$2,874,813 |
| Total Programmed   |             | \$0   | \$0    | \$2,874,813 | \$0    | \$0    | \$0    | \$2,874,813 |

## SRTC-1234 - Ash St. – Maple St. – Monroe St. Grind & Overlay

Grind and overlay, crack seal, pavement repair, upgrade curb ramps, and add high visibility crosswalks.

|                                                                                      |                                                                 |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <b>WSDOT ID:</b>                                                                     | WA-16840                                                        |
| <b>Lead Agency:</b>                                                                  | Spokane                                                         |
| <b>Project Type:</b>                                                                 | Preservation - Overlays & Sealers                               |
| <b>Total Cost:</b>                                                                   | \$6,479,000                                                     |
| <b>Begin Termini:</b>                                                                | Maple St. Bridge (Ash St. & Maple St); Boone Ave. (Monroe St.)  |
| <b>End Termini:</b>                                                                  | Northwest Blvd (Ash St. & Maple St.); Indiana Ave. (Monroe St.) |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 6,967,000                                                       |

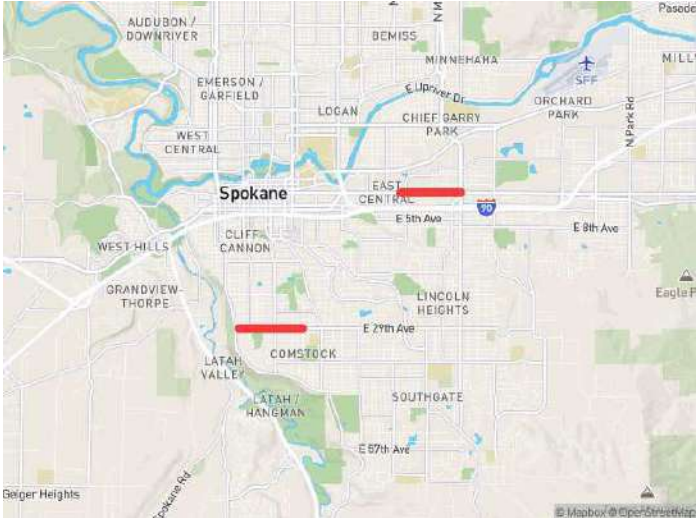


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | NHPP        | \$0   | \$5,507,000 | \$0    | \$0    | \$0    | \$0    | \$5,507,000 |
| ↳ Construction     | Local       | \$0   | \$972,000   | \$0    | \$0    | \$0    | \$0    | \$972,000   |
| Total Construction |             | \$0   | \$6,479,000 | \$0    | \$0    | \$0    | \$0    | \$6,479,000 |
| Total Programmed   |             | \$0   | \$6,479,000 | \$0    | \$0    | \$0    | \$0    | \$6,479,000 |

## SRTC-1235 - 29th Ave. – Sprague Ave. Grind & Overlay

Grind and overlay, crack seal, pavement repair, and upgrade curb ramps. Fog seal TWLTL on 29th. Add enhanced pedestrian crossings on Sprague in vicinity of transit stops. Add high visibility crosswalks at signalized intersections.

|                                                                               |                                                |
|-------------------------------------------------------------------------------|------------------------------------------------|
| WSDOT ID:                                                                     | WA-16841                                       |
| Lead Agency:                                                                  | Spokane                                        |
| Project Type:                                                                 | Preservation - Overlays & Sealers              |
| Total Cost:                                                                   | \$4,636,000                                    |
| Begin Termini:                                                                | High Dr. (29th Ave.); Stone St. (Sprague Ave.) |
| End Termini:                                                                  | (29th Ave.); Freya St. (Sprague Ave.)          |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 5,125,000                                      |

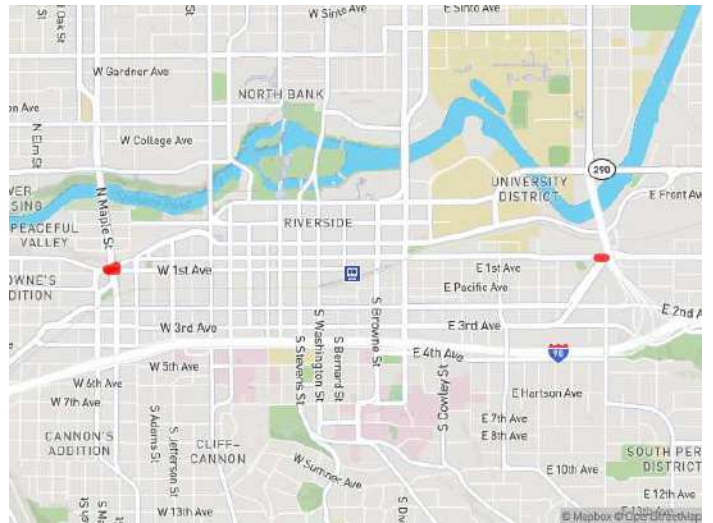


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | NHPP        | \$0   | \$3,941,000 | \$0    | \$0    | \$0    | \$0    | \$3,941,000 |
| ↳ Construction     | Local       | \$0   | \$695,000   | \$0    | \$0    | \$0    | \$0    | \$695,000   |
| Total Construction |             | \$0   | \$4,636,000 | \$0    | \$0    | \$0    | \$0    | \$4,636,000 |
| Total Programmed   |             | \$0   | \$4,636,000 | \$0    | \$0    | \$0    | \$0    | \$4,636,000 |

## SRTC-1237 - Riverside, 1st Ave, Sprague Bridges Deck Rehab

Deck rehabilitation and thin concrete overlay. Replacement of concrete / HMA joint seals.

|                                                                                      |                       |
|--------------------------------------------------------------------------------------|-----------------------|
| <b>WSDOT ID:</b>                                                                     | WA-16874              |
| <b>Lead Agency:</b>                                                                  | Spokane               |
| <b>Project Type:</b>                                                                 | Bridge Rehabilitation |
| <b>Total Cost:</b>                                                                   | \$1,379,191           |
| <b>Begin Termini:</b>                                                                | Various               |
| <b>End Termini:</b>                                                                  | Various               |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 1,611,200             |

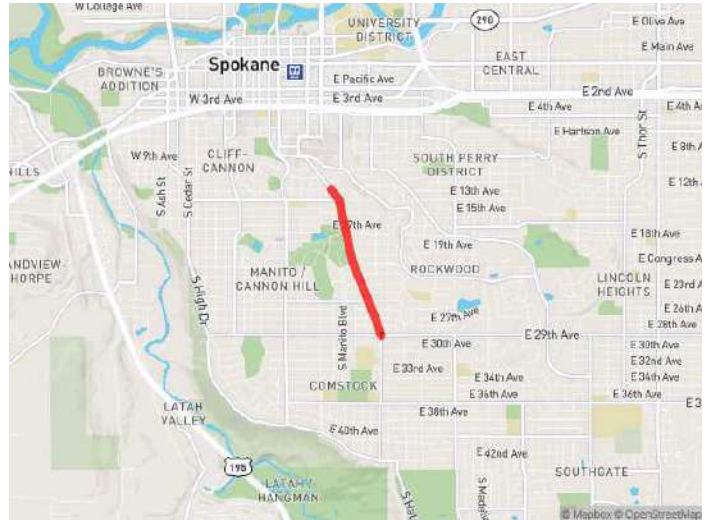


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | BR          | \$0   | \$1,193,000 | \$0    | \$0    | \$0    | \$0    | \$1,193,000 |
| ↳ Construction     | Local       | \$0   | \$186,191   | \$0    | \$0    | \$0    | \$0    | \$186,191   |
| Total Construction |             | \$0   | \$1,379,191 | \$0    | \$0    | \$0    | \$0    | \$1,379,191 |
| Total Programmed   |             | \$0   | \$1,379,191 | \$0    | \$0    | \$0    | \$0    | \$1,379,191 |

**SRTC-1243 - Grand Blvd. - 29th to 13th**

Pavement rehabilitation and preservation including asphalt grinding and overlay, pavement repairs, upgraded ADA ramps, a reconfiguration of the travel lanes to a three-lane section with a two-way left-turn lane, and pedestrian-crossing improvements.

|                                                                                      |                       |
|--------------------------------------------------------------------------------------|-----------------------|
| <b>WSDOT ID:</b>                                                                     | -                     |
| <b>Lead Agency:</b>                                                                  | Spokane               |
| <b>Project Type:</b>                                                                 | Other Roadway Capital |
| <b>Total Cost:</b>                                                                   | \$2,560,000           |
| <b>Begin Termini:</b>                                                                | 29th                  |
| <b>End Termini:</b>                                                                  | 13th                  |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 2,560,000             |

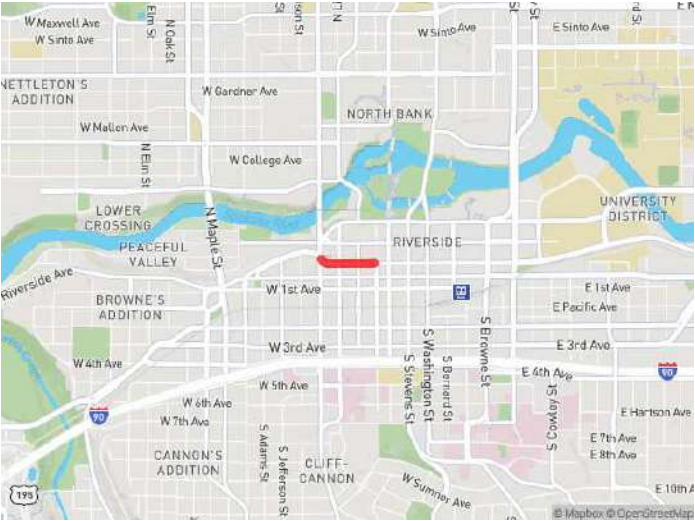


| Phase                         | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|-------------------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering       | Local       | \$0   | \$70,000    | \$0    | \$0    | \$0    | \$0    | \$70,000    |
| Total Preliminary Engineering |             | \$0   | \$70,000    | \$0    | \$0    | \$0    | \$0    | \$70,000    |
| Construction                  | Local       | \$0   | \$2,490,000 | \$0    | \$0    | \$0    | \$0    | \$2,490,000 |
| Total Construction            |             | \$0   | \$2,490,000 | \$0    | \$0    | \$0    | \$0    | \$2,490,000 |
| Total Programmed              |             | \$0   | \$2,560,000 | \$0    | \$0    | \$0    | \$0    | \$2,560,000 |

## WA-11645 - Riverside Avenue - Wall to Monroe

Grind and overlay of approximately 1,200 linear feet of Riverside Ave. Limited reconstruction of sidewalk at non-vaulted sidewalk locations. Updates for traffic signals and communication lines; replace one traffic signal. ADA compliance updates, including curb bump outs where feasible. Construct protected bike lanes.

|                                                                               |                                   |
|-------------------------------------------------------------------------------|-----------------------------------|
| WSDOT ID:                                                                     | WA-11645                          |
| Lead Agency:                                                                  | Spokane                           |
| Project Type:                                                                 | Preservation - Overlays & Sealers |
| Total Cost:                                                                   | \$1,613,000                       |
| Begin Termini:                                                                | Monroe Street                     |
| End Termini:                                                                  | Wall Street                       |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,774,000                         |

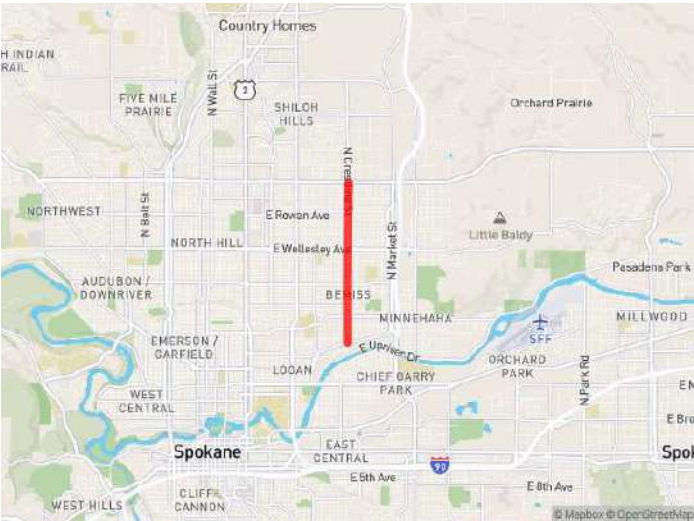


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$689,000   | \$0    | \$0    | \$0    | \$0    | \$689,000   |
| ↳ Construction     | Local       | \$0   | \$924,000   | \$0    | \$0    | \$0    | \$0    | \$924,000   |
| Total Construction |             | \$0   | \$1,613,000 | \$0    | \$0    | \$0    | \$0    | \$1,613,000 |
| Total Programmed   |             | \$0   | \$1,613,000 | \$0    | \$0    | \$0    | \$0    | \$1,613,000 |

WA-16959 - Crestline St. Chip Seal - Illinois to Francis

Pavement chip seal including pavement crack seal and limited full depth pavement repair.

|                                                                               |                                   |
|-------------------------------------------------------------------------------|-----------------------------------|
| WSDOT ID:                                                                     | WA-16959                          |
| Lead Agency:                                                                  | Spokane                           |
| Project Type:                                                                 | Preservation - Overlays & Sealers |
| Total Cost:                                                                   | \$2,438,000                       |
| Begin Termini:                                                                | Illinois Ave                      |
| End Termini:                                                                  | Francis Ave                       |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 2,682,000                         |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$1,228,000 | \$0    | \$0    | \$0    | \$0    | \$1,228,000 |
| ↳ Construction     | Local       | \$0   | \$1,210,000 | \$0    | \$0    | \$0    | \$0    | \$1,210,000 |
| Total Construction |             | \$0   | \$2,438,000 | \$0    | \$0    | \$0    | \$0    | \$2,438,000 |
| Total Programmed   |             | \$0   | \$2,438,000 | \$0    | \$0    | \$0    | \$0    | \$2,438,000 |

### C3316 - Colbert Bridge Replacement No. 3703

Remove the existing 90 foot 2 span concrete bridge and replace with a single span prestressed concrete bridge 118 feet long and 34 feet curb to curb in the footprint of the existing.

|                                                                               |                    |
|-------------------------------------------------------------------------------|--------------------|
| WSDOT ID:                                                                     | C3316              |
| Lead Agency:                                                                  | Spokane Co.        |
| Project Type:                                                                 | Bridge Replacement |
| Total Cost:                                                                   | \$4,715,630        |
| Begin Termini:                                                                | 0.18               |
| End Termini:                                                                  | 0.28               |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 4,807,630          |



| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|--------|--------|--------|-------------|
| Construction       | BR          | \$0   | \$0    | \$4,079,000 | \$0    | \$0    | \$0    | \$4,079,000 |
| ↳ Construction     | Local       | \$0   | \$0    | \$636,630   | \$0    | \$0    | \$0    | \$636,630   |
| Total Construction |             | \$0   | \$0    | \$4,715,630 | \$0    | \$0    | \$0    | \$4,715,630 |
| Total Programmed   |             | \$0   | \$0    | \$4,715,630 | \$0    | \$0    | \$0    | \$4,715,630 |

# C3329 - Bruce Road and Peone Road Roundabout

Install a roundabout.

|                                                                               |             |
|-------------------------------------------------------------------------------|-------------|
| WSDOT ID:                                                                     | C3329       |
| Lead Agency:                                                                  | Spokane Co. |
| Project Type:                                                                 | Roundabout  |
| Total Cost:                                                                   | \$1,603,000 |
| Begin Termini:                                                                | Bruce Rd    |
| End Termini:                                                                  | Peone Rd    |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,807,000   |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Right of Way       | HSIP        | \$0   | \$179,000   | \$0    | \$0    | \$0    | \$0    | \$179,000   |
| Total Right of Way |             | \$0   | \$179,000   | \$0    | \$0    | \$0    | \$0    | \$179,000   |
| Construction       | HSIP        | \$0   | \$1,424,000 | \$0    | \$0    | \$0    | \$0    | \$1,424,000 |
| Total Construction |             | \$0   | \$1,424,000 | \$0    | \$0    | \$0    | \$0    | \$1,424,000 |
| Total Programmed   |             | \$0   | \$1,603,000 | \$0    | \$0    | \$0    | \$0    | \$1,603,000 |

### C3333 - Gordon Road Bridge No.1506

Remove the existing 111'-0" single span prestressed concrete bridge and replace with a single span bridge, 119.0 feet long, 30.0 feet wide, composed of precast concrete girders supported on steel piling. This replacement bridge will be in the footprint of the existing bridge.

|                                                                               |                    |
|-------------------------------------------------------------------------------|--------------------|
| WSDOT ID:                                                                     | C3333              |
| Lead Agency:                                                                  | Spokane Co.        |
| Project Type:                                                                 | Bridge Replacement |
| Total Cost:                                                                   | \$2,697,800        |
| Begin Termini:                                                                | 1.12               |
| End Termini:                                                                  | 1.20               |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 2,697,800          |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | BR          | \$0   | \$2,333,600 | \$0    | \$0    | \$0    | \$0    | \$2,333,600 |
| ↳ Construction     | Local       | \$0   | \$364,200   | \$0    | \$0    | \$0    | \$0    | \$364,200   |
| Total Construction |             | \$0   | \$2,697,800 | \$0    | \$0    | \$0    | \$0    | \$2,697,800 |
| Total Programmed   |             | \$0   | \$2,697,800 | \$0    | \$0    | \$0    | \$0    | \$2,697,800 |

### C3355 - Craig Road - Four Lakes Interchange Revision

To revise the existing, I-90/SR-904 interchange to allow for direct connection to Craig Road. Currently, all traffic leaving I-90 must go south, through the Four Lakes community, and then cross back under the freeway to travel north.

|                                                                               |                       |
|-------------------------------------------------------------------------------|-----------------------|
| WSDOT ID:                                                                     | C3355                 |
| Lead Agency:                                                                  | Spokane Co.           |
| Project Type:                                                                 | Interchange Expansion |
| Total Cost:                                                                   | \$5,202,312           |
| Begin Termini:                                                                | -                     |
| End Termini:                                                                  | -                     |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 5,202,312             |



| Phase                         | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|-------------------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering       | DEMO        | \$0   | \$4,500,000 | \$0    | \$0    | \$0    | \$0    | \$4,500,000 |
| ↳ Preliminary Engineering     | Local       | \$0   | \$702,312   | \$0    | \$0    | \$0    | \$0    | \$702,312   |
| Total Preliminary Engineering |             | \$0   | \$5,202,312 | \$0    | \$0    | \$0    | \$0    | \$5,202,312 |
| Total Programmed              |             | \$0   | \$5,202,312 | \$0    | \$0    | \$0    | \$0    | \$5,202,312 |

## SRTC-1030 - Wellesley Ave and Appleway Ave Roundabout

The project will construct a single lane roundabout at the intersection of Wellesley Ave. Extension, Appleway Ave., and at the Washington / Idaho State Line.

|                                                                               |                    |
|-------------------------------------------------------------------------------|--------------------|
| WSDOT ID:                                                                     | WA-14086           |
| Lead Agency:                                                                  | Spokane Co.        |
| Project Type:                                                                 | Roundabout         |
| Total Cost:                                                                   | \$1,320,000        |
| Begin Termini:                                                                | Appleway/Wellesley |
| End Termini:                                                                  | Seltice Way        |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,686,000          |

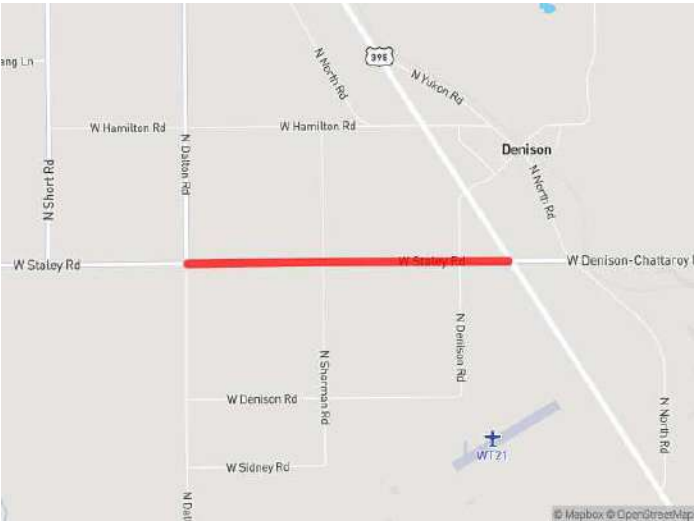


| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | HSIP        | \$0   | \$910,000   | \$0    | \$0    | \$0    | \$0    | \$910,000   |
| ↳ Construction     | Local       | \$0   | \$410,000   | \$0    | \$0    | \$0    | \$0    | \$410,000   |
| Total Construction |             | \$0   | \$1,320,000 | \$0    | \$0    | \$0    | \$0    | \$1,320,000 |
| Total Programmed   |             | \$0   | \$1,320,000 | \$0    | \$0    | \$0    | \$0    | \$1,320,000 |

# SRTC-1108 - Staley Road Preservation - Dalton Road to US0 395

HMA overlay over existing road width with improved road shoulders.

|                                                                               |                                   |
|-------------------------------------------------------------------------------|-----------------------------------|
| WSDOT ID:                                                                     | C3345                             |
| Lead Agency:                                                                  | Spokane Co.                       |
| Project Type:                                                                 | Preservation - Overlays & Sealers |
| Total Cost:                                                                   | \$1,361,000                       |
| Begin Termini:                                                                | MP 3.30                           |
| End Termini:                                                                  | MP 4.46                           |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,561,000                         |



| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|--------|--------|--------|-------------|
| Construction       | STBG(R)     | \$0   | \$0    | \$1,177,000 | \$0    | \$0    | \$0    | \$1,177,000 |
| ↳ Construction     | Local       | \$0   | \$0    | \$184,000   | \$0    | \$0    | \$0    | \$184,000   |
| Total Construction |             | \$0   | \$0    | \$1,361,000 | \$0    | \$0    | \$0    | \$1,361,000 |
| Total Programmed   |             | \$0   | \$0    | \$1,361,000 | \$0    | \$0    | \$0    | \$1,361,000 |

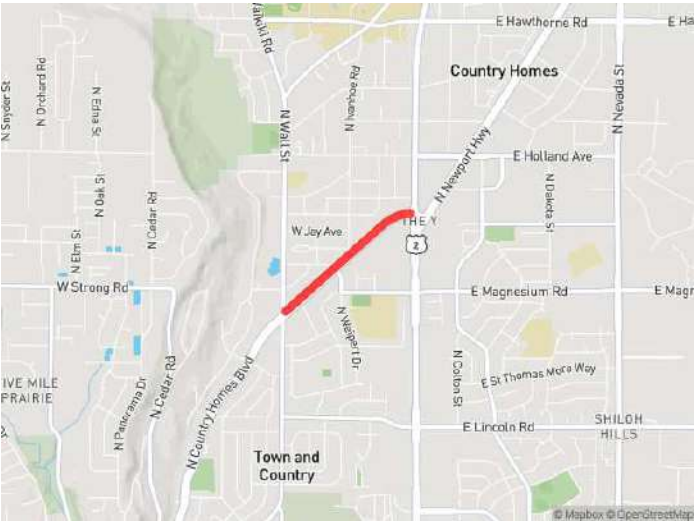
Grind and inlay preservation project and sidewalk infill.

| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$0    | \$1,230,000 | \$0    | \$0    | \$0    | \$1,230,000 |
| ↳ Construction     | Local       | \$0   | \$0    | \$424,000   | \$0    | \$0    | \$0    | \$424,000   |
| Total Construction |             | \$0   | \$0    | \$1,654,000 | \$0    | \$0    | \$0    | \$1,654,000 |
| Total Programmed   |             | \$0   | \$0    | \$1,654,000 | \$0    | \$0    | \$0    | \$1,654,000 |

# SRTC-1111 - Country Homes Blvd SB Lanes - Wall to Division

Grind and inlay of SB lanes and intersection of Wall St. and Country Homes Blvd., widen bike lane, re-stripe crosswalks, and upgrade curb ramps.

|                                                                               |                                   |
|-------------------------------------------------------------------------------|-----------------------------------|
| WSDOT ID:                                                                     | C3348                             |
| Lead Agency:                                                                  | Spokane Co.                       |
| Project Type:                                                                 | Preservation - Overlays & Sealers |
| Total Cost:                                                                   | \$2,040,000                       |
| Begin Termini:                                                                | MP 1.23                           |
| End Termini:                                                                  | MP 1.83                           |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 2,259,000                         |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | NHPP        | \$0   | \$2,040,000 | \$0    | \$0    | \$0    | \$0    | \$2,040,000 |
| Total Construction |             | \$0   | \$2,040,000 | \$0    | \$0    | \$0    | \$0    | \$2,040,000 |
| Total Programmed   |             | \$0   | \$2,040,000 | \$0    | \$0    | \$0    | \$0    | \$2,040,000 |

SRTC-1132 - Commute Smart – Advancing and Connecting TDM, CTR and Communities

CTR project to reduce single occupancy driving, vehicle miles traveled, and green house gas emissions through marketing, public awareness, and educational outreach.

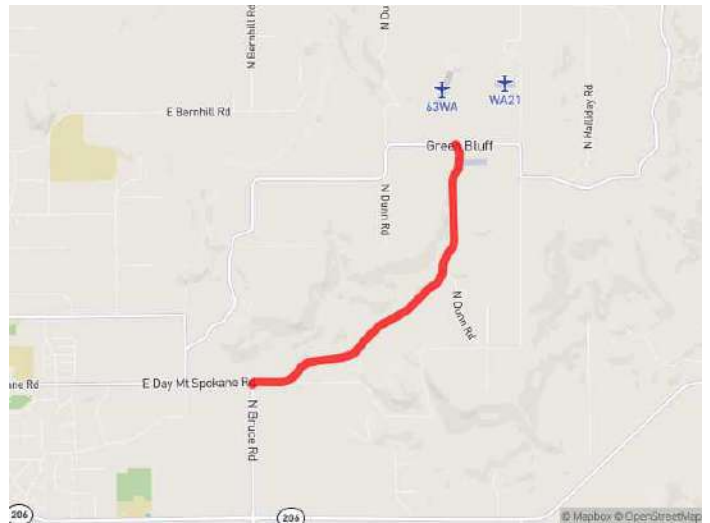
|                                                                               |                                 |
|-------------------------------------------------------------------------------|---------------------------------|
| WSDOT ID:                                                                     | WA-16760                        |
| Lead Agency:                                                                  | Spokane Co.                     |
| Project Type:                                                                 | Communte Trip Reduction Program |
| Total Cost:                                                                   | \$1,150,700                     |
| Begin Termini:                                                                | N/A                             |
| End Termini:                                                                  | N/A                             |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | \$1,150,700                     |

| Phase            | Fund Source | Prior | FY2027    | FY2028    | FY2029    | FY2030 | Future | Total       |
|------------------|-------------|-------|-----------|-----------|-----------|--------|--------|-------------|
| Planning         | CMAQ        | \$0   | \$326,853 | \$0       | \$0       | \$0    | \$0    | \$326,853   |
| Planning         | STBG(UL)    | \$0   | \$0       | \$326,854 | \$326,854 | \$0    | \$0    | \$653,708   |
| Planning         | WSDOT       | \$0   | \$56,713  | \$56,713  | \$56,713  | \$0    | \$0    | \$170,139   |
| Total Planning   |             | \$0   | \$383,566 | \$383,567 | \$383,567 | \$0    | \$0    | \$1,150,700 |
| Total Programmed |             | \$0   | \$383,566 | \$383,567 | \$383,567 | \$0    | \$0    | \$1,150,700 |

**SRTC-1136 - Day Mt Spokane Guardrail - Bruce Road to Greenbluff Road**

Install/upgrade guardrail and remove trees at spot locations.

|                                                                                      |                                  |
|--------------------------------------------------------------------------------------|----------------------------------|
| <b>WSDOT ID:</b>                                                                     | C3349                            |
| <b>Lead Agency:</b>                                                                  | Spokane Co.                      |
| <b>Project Type:</b>                                                                 | Guardrail / Roadside Maintenance |
| <b>Total Cost:</b>                                                                   | \$1,051,000                      |
| <b>Begin Termini:</b>                                                                | MP 2.50                          |
| <b>End Termini:</b>                                                                  | MP 5.21                          |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 1,235,000                        |



| Phase              | Fund Source | Prior | FY2027   | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|----------|-------------|--------|--------|--------|-------------|
| Right of Way       | HSIP        | \$0   | \$23,000 | \$0         | \$0    | \$0    | \$0    | \$23,000    |
| Total Right of Way |             | \$0   | \$23,000 | \$0         | \$0    | \$0    | \$0    | \$23,000    |
| Construction       | HSIP        | \$0   | \$0      | \$1,028,000 | \$0    | \$0    | \$0    | \$1,028,000 |
| Total Construction |             | \$0   | \$0      | \$1,028,000 | \$0    | \$0    | \$0    | \$1,028,000 |
| Total Programmed   |             | \$0   | \$23,000 | \$1,028,000 | \$0    | \$0    | \$0    | \$1,051,000 |

SRTC-1137 - Hayford Road, Trails Road, Government Way, Forker Road 2025 Safety

Install/upgrade guardrail. Install centerline and shoulder rumble strips. Remove trees at spot locations.

|                                                                               |                                  |
|-------------------------------------------------------------------------------|----------------------------------|
| WSDOT ID:                                                                     | C3350                            |
| Lead Agency:                                                                  | Spokane Co.                      |
| Project Type:                                                                 | Guardrail / Roadside Maintenance |
| Total Cost:                                                                   | \$1,092,000                      |
| Begin Termini:                                                                | Various                          |
| End Termini:                                                                  | Various                          |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,092,000                        |

| Phase              | Fund Source | Prior | FY2027   | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|----------|-------------|--------|--------|--------|-------------|
| Right of Way       | HSIP        | \$0   | \$24,000 | \$0         | \$0    | \$0    | \$0    | \$24,000    |
| Total Right of Way |             | \$0   | \$24,000 | \$0         | \$0    | \$0    | \$0    | \$24,000    |
| Construction       | HSIP        | \$0   | \$0      | \$1,068,000 | \$0    | \$0    | \$0    | \$1,068,000 |
| Total Construction |             | \$0   | \$0      | \$1,068,000 | \$0    | \$0    | \$0    | \$1,068,000 |
| Total Programmed   |             | \$0   | \$24,000 | \$1,068,000 | \$0    | \$0    | \$0    | \$1,092,000 |

# SRTC-1233 - Cheney Spokane Road Bridge No. 2404 Deck & Barrier Rehabilitation

Bridge deck and barrier rehabilitation

|                                                                               |                       |
|-------------------------------------------------------------------------------|-----------------------|
| WSDOT ID:                                                                     | C3351                 |
| Lead Agency:                                                                  | Spokane Co.           |
| Project Type:                                                                 | Bridge Rehabilitation |
| Total Cost:                                                                   | \$4,507,875           |
| Begin Termini:                                                                | MP 5.82               |
| End Termini:                                                                  | MP 6.00               |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 5,186,000             |

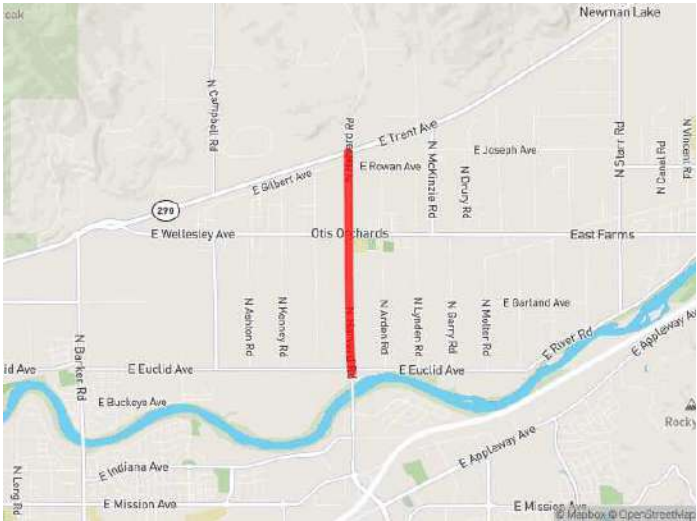


| Phase              | Fund Source | Prior | FY2027 | FY2028 | FY2029      | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|--------|-------------|--------|--------|-------------|
| Construction       | BR          | \$0   | \$0    | \$0    | \$3,899,312 | \$0    | \$0    | \$3,899,312 |
| ↳ Construction     | Local       | \$0   | \$0    | \$0    | \$608,563   | \$0    | \$0    | \$608,563   |
| Total Construction |             | \$0   | \$0    | \$0    | \$4,507,875 | \$0    | \$0    | \$4,507,875 |
| Total Programmed   |             | \$0   | \$0    | \$0    | \$4,507,875 | \$0    | \$0    | \$4,507,875 |

## WA-14683 - Harvard Road Reconstruction Phase 2

This project will widen Harvard road from south of Euclid Avenue to the BNSF railroad crossing near Trent Avenue. Portions of the roadway will be realigned, and pedestrian and bicycle facilities will be added to at least one side of the road for the entire project length through a combination of sidewalks, shared-use path, on-street bike lanes and paved shoulders. Intersection improvements at Wellesley will be constructed. A roundabout at Euclid will be constructed.

|                                                                               |                |
|-------------------------------------------------------------------------------|----------------|
| WSDOT ID:                                                                     | WA-14683       |
| Lead Agency:                                                                  | Spokane Co.    |
| Project Type:                                                                 | Reconstruction |
| Total Cost:                                                                   | \$4,703,980    |
| Begin Termini:                                                                | MP 0.10        |
| End Termini:                                                                  | MP 1.81        |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 8,659,411      |

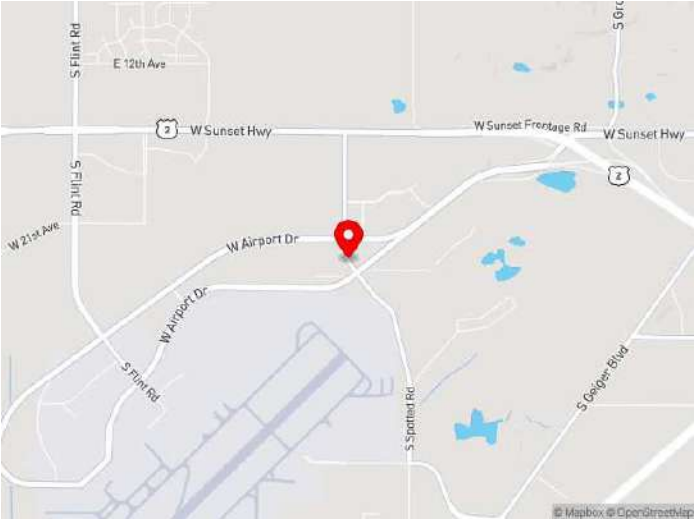


| Phase              | Fund Source | Prior | FY2027      | FY2028    | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|-----------|--------|--------|--------|-------------|
| Construction       | CMAQ        | \$0   | \$3,210,000 | \$0       | \$0    | \$0    | \$0    | \$3,210,000 |
| ↳ Construction     | Local       | \$0   | \$433,350   | \$0       | \$0    | \$0    | \$0    | \$433,350   |
| Construction       | CMAQ        | \$0   | \$0         | \$484,945 | \$0    | \$0    | \$0    | \$484,945   |
| ↳ Construction     | Local       | \$0   | \$0         | \$75,685  | \$0    | \$0    | \$0    | \$75,685    |
| Construction       | HSIP        | \$0   | \$500,000   | \$0       | \$0    | \$0    | \$0    | \$500,000   |
| Total Construction |             | \$0   | \$4,143,350 | \$560,630 | \$0    | \$0    | \$0    | \$4,703,980 |
| Total Programmed   |             | \$0   | \$4,143,350 | \$560,630 | \$0    | \$0    | \$0    | \$4,703,980 |

## SRTC-1152 - Airport Drive-Spotted Road Interchange and Realignment

Construct an overpass interchange at Spotted Road over both arms of Airport Drive and realign Spotted Road from Airport Drive to Flightline Blvd so that it is outside of the Runway Protection Zone.

|                                                                               |                               |
|-------------------------------------------------------------------------------|-------------------------------|
| WSDOT ID:                                                                     | WA-11223                      |
| Lead Agency:                                                                  | Spokane International Airport |
| Project Type:                                                                 | Airport/Airplane              |
| Total Cost:                                                                   | \$20,000,000                  |
| Begin Termini:                                                                | Airport Dr                    |
| End Termini:                                                                  | Flightline Blvd               |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 37,217,324                    |

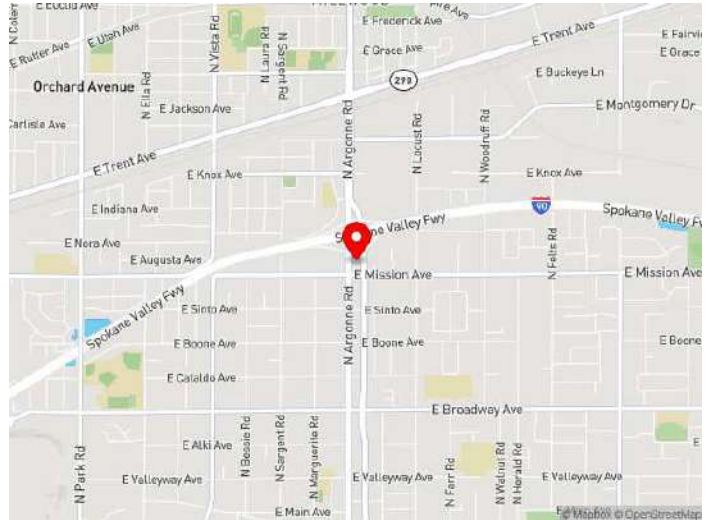


| Phase              | Fund Source | Prior | FY2027       | FY2028 | FY2029 | FY2030 | Future | Total        |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction       | RAISE       | \$0   | \$14,800,000 | \$0    | \$0    | \$0    | \$0    | \$14,800,000 |
| ↳ Construction     | Local       | \$0   | \$5,200,000  | \$0    | \$0    | \$0    | \$0    | \$5,200,000  |
| Total Construction |             | \$0   | \$20,000,000 | \$0    | \$0    | \$0    | \$0    | \$20,000,000 |
| Total Programmed   |             | \$0   | \$20,000,000 | \$0    | \$0    | \$0    | \$0    | \$20,000,000 |

## SRTC-1032 - Argonne Station Park and Ride

Build a transit station adjacent to I-90 with connectivity to new bus service on Argonne and up to 60 car parks. Includes bus platforms and geometric changes to accommodate bus operations. Includes property acquisition.

|                                                                                      |                 |
|--------------------------------------------------------------------------------------|-----------------|
| <b>WSDOT ID:</b>                                                                     | WA-15459        |
| <b>Lead Agency:</b>                                                                  | Spokane Transit |
| <b>Project Type:</b>                                                                 | Other Transit   |
| <b>Total Cost:</b>                                                                   | \$10,000,000    |
| <b>Begin Termini:</b>                                                                | N/A             |
| <b>End Termini:</b>                                                                  | N/A             |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | 13,700,000      |



| Phase              | Fund Source | Prior | FY2027      | FY2028      | FY2029 | FY2030 | Future | Total        |
|--------------------|-------------|-------|-------------|-------------|--------|--------|--------|--------------|
| Construction       | WSDOT       | \$0   | \$5,000,000 | \$0         | \$0    | \$0    | \$0    | \$5,000,000  |
| ↳ Construction     | Local       | \$0   | \$1,250,000 | \$0         | \$0    | \$0    | \$0    | \$1,250,000  |
| Construction       | WSDOT       | \$0   | \$0         | \$3,000,000 | \$0    | \$0    | \$0    | \$3,000,000  |
| ↳ Construction     | Local       | \$0   | \$0         | \$750,000   | \$0    | \$0    | \$0    | \$750,000    |
| Total Construction |             | \$0   | \$6,250,000 | \$3,750,000 | \$0    | \$0    | \$0    | \$10,000,000 |
| Total Programmed   |             | \$0   | \$6,250,000 | \$3,750,000 | \$0    | \$0    | \$0    | \$10,000,000 |

SRTC-1036 - Preventive Maintenance 5307

Eligible preventive maintenance activities include facilities and vehicle maintenance.

|                                                                               |                 |
|-------------------------------------------------------------------------------|-----------------|
| WSDOT ID:                                                                     | WA-04660        |
| Lead Agency:                                                                  | Spokane Transit |
| Project Type:                                                                 | Other Transit   |
| Total Cost:                                                                   | \$106,418,054   |
| Begin Termini:                                                                | NA              |
| End Termini:                                                                  | NA              |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 123,544,867     |

| Phase              | Fund Source | Prior | FY2027       | FY2028       | FY2029       | FY2030       | Future       | Total         |
|--------------------|-------------|-------|--------------|--------------|--------------|--------------|--------------|---------------|
| Construction       | 5307        | \$0   | \$13,838,465 | \$0          | \$0          | \$0          | \$0          | \$13,838,465  |
| ↳ Construction     | Local       | \$0   | \$3,459,616  | \$0          | \$0          | \$0          | \$0          | \$3,459,616   |
| Construction       | 5307        | \$0   | \$0          | \$13,976,849 | \$0          | \$0          | \$0          | \$13,976,849  |
| ↳ Construction     | Local       | \$0   | \$0          | \$3,494,212  | \$0          | \$0          | \$0          | \$3,494,212   |
| Construction       | 5307        | \$0   | \$0          | \$0          | \$0          | \$14,257,784 | \$0          | \$14,257,784  |
| ↳ Construction     | Local       | \$0   | \$0          | \$0          | \$0          | \$3,564,446  | \$0          | \$3,564,446   |
| Construction       | 5307        | \$0   | \$0          | \$0          | \$14,116,618 | \$0          | \$0          | \$14,116,618  |
| ↳ Construction     | Local       | \$0   | \$0          | \$0          | \$3,529,155  | \$0          | \$0          | \$3,529,155   |
| Construction       | 5307        | \$0   | \$0          | \$0          | \$0          | \$0          | \$14,544,365 | \$14,544,365  |
| ↳ Construction     | Local       | \$0   | \$0          | \$0          | \$0          | \$0          | \$3,636,091  | \$3,636,091   |
| Construction       | 5307        | \$0   | \$0          | \$0          | \$0          | \$0          | \$14,400,362 | \$14,400,362  |
| ↳ Construction     | Local       | \$0   | \$0          | \$0          | \$0          | \$0          | \$3,600,091  | \$3,600,091   |
| Total Construction |             | \$0   | \$17,298,081 | \$17,471,061 | \$17,645,773 | \$17,822,230 | \$36,180,909 | \$106,418,054 |
| Total Future Costs |             | \$0   | \$0          | \$0          | \$0          | \$0          | \$36,180,909 | \$36,180,909  |
| Total Programmed   |             | \$0   | \$17,298,081 | \$17,471,061 | \$17,645,773 | \$17,822,230 | \$36,180,909 | \$106,418,054 |

## SRTC-1037 - Section 5310 Funding for Seniors and People with Disabilities

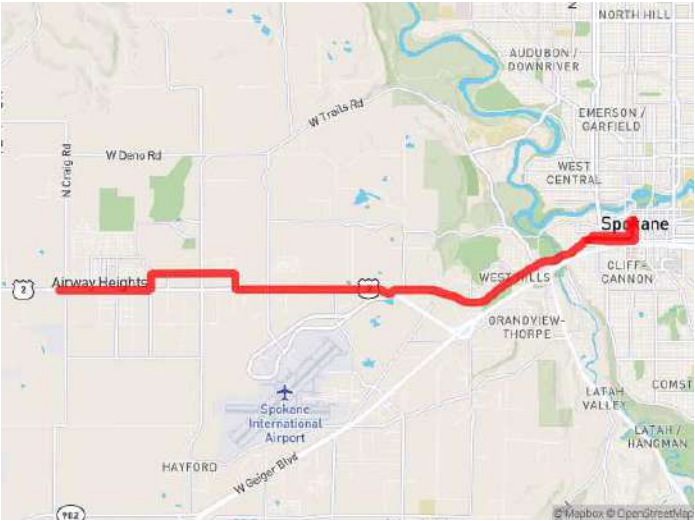
The projects under this program include both traditional category projects (capital) and "other" category projects (operating). STA issues a Call for Projects to non profits, agencies, and jurisdictions to apply for the funds in accordance with the FTA approved Program Management Plan. The local share amount varies depending on the project type (15% for ADA capital, 20% for capital/mobility management, and 50% for operating/direct services).

|                                                                               |              |             |       |                 |             |             |             |             |             |
|-------------------------------------------------------------------------------|--------------|-------------|-------|-----------------|-------------|-------------|-------------|-------------|-------------|
| WSDOT ID:                                                                     |              |             |       | WA-09380        |             |             |             |             |             |
| Lead Agency:                                                                  |              |             |       | Spokane Transit |             |             |             |             |             |
| Project Type:                                                                 |              |             |       | Transit Program |             |             |             |             |             |
| Total Cost:                                                                   |              |             |       | \$5,833,421     |             |             |             |             |             |
| Begin Termini:                                                                |              |             |       | N/A             |             |             |             |             |             |
| End Termini:                                                                  |              |             |       | N/A             |             |             |             |             |             |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): |              |             |       | 5,436,708       |             |             |             |             |             |
|                                                                               |              |             |       |                 |             |             |             |             |             |
|                                                                               | Phase        | Fund Source | Prior | FY2027          | FY2028      | FY2029      | FY2030      | Future      | Total       |
|                                                                               | Construction | 5310        | \$0   | \$0             | \$729,043   | \$0         | \$0         | \$0         | \$729,043   |
| ↳                                                                             | Construction | Local       | \$0   | \$0             | \$428,313   | \$0         | \$0         | \$0         | \$428,313   |
|                                                                               | Construction | 5310        | \$0   | \$721,825       | \$0         | \$0         | \$0         | \$0         | \$721,825   |
| ↳                                                                             | Construction | Local       | \$0   | \$424,072       | \$0         | \$0         | \$0         | \$0         | \$424,072   |
|                                                                               | Construction | 5310        | \$0   | \$0             | \$0         | \$0         | \$0         | \$743,697   | \$743,697   |
| ↳                                                                             | Construction | Local       | \$0   | \$0             | \$0         | \$0         | \$0         | \$436,922   | \$436,922   |
|                                                                               | Construction | 5310        | \$0   | \$0             | \$0         | \$736,334   | \$0         | \$0         | \$736,334   |
| ↳                                                                             | Construction | Local       | \$0   | \$0             | \$0         | \$432,596   | \$0         | \$0         | \$432,596   |
|                                                                               | Construction | 5310        | \$0   | \$0             | \$0         | \$0         | \$743,697   | \$0         | \$743,697   |
| ↳                                                                             | Construction | Local       | \$0   | \$0             | \$0         | \$0         | \$436,922   | \$0         | \$436,922   |
| Total Construction                                                            |              |             | \$0   | \$1,145,897     | \$1,157,356 | \$1,168,930 | \$1,180,619 | \$1,180,619 | \$5,833,421 |
| Total Future Costs                                                            |              |             | \$0   | \$0             | \$0         | \$0         | \$0         | \$1,180,619 | \$1,180,619 |
| Total Programmed                                                              |              |             | \$0   | \$1,145,897     | \$1,157,356 | \$1,168,930 | \$1,180,619 | \$1,180,619 | \$5,833,421 |

## SRTC-1231 - Airway Heights High Performance Transit Planning

The project is to conduct preliminary planning and design to implement Airway Heights High-Performance Transit (HPT) line. This high-performance transit route will extend between the central business district of Spokane, west to Airway Heights. This project will design through 60% completion and create a corridor development plan to prepare cost estimates for final design and construction phases.

|                                                                               |                          |
|-------------------------------------------------------------------------------|--------------------------|
| WSDOT ID:                                                                     | WA-16714                 |
| Lead Agency:                                                                  | Spokane Transit          |
| Project Type:                                                                 | High Performance Transit |
| Total Cost:                                                                   | \$850,000                |
| Begin Termini:                                                                | N/A                      |
| End Termini:                                                                  | N/A                      |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 850,000                  |

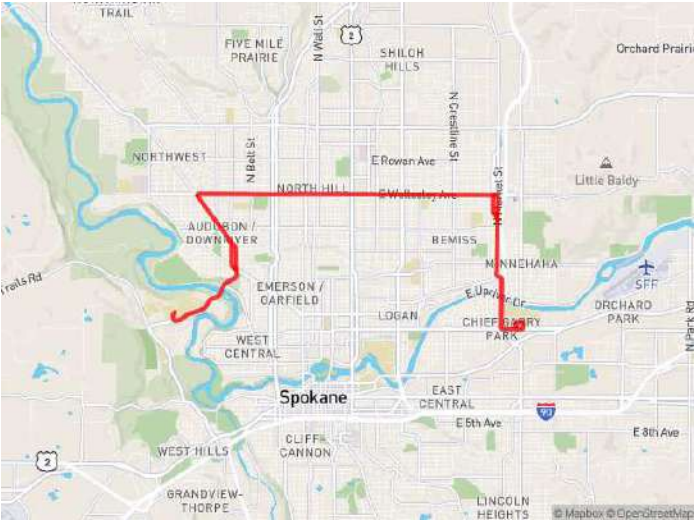


| Phase                         | Fund Source | Prior | FY2027 | FY2028 | FY2029    | FY2030 | Future | Total     |
|-------------------------------|-------------|-------|--------|--------|-----------|--------|--------|-----------|
| Preliminary Engineering       | CMAQ        | \$0   | \$0    | \$0    | \$550,000 | \$0    | \$0    | \$550,000 |
| ↳ Preliminary Engineering     | Local       | \$0   | \$0    | \$0    | \$300,000 | \$0    | \$0    | \$300,000 |
| Total Preliminary Engineering |             | \$0   | \$0    | \$0    | \$850,000 | \$0    | \$0    | \$850,000 |
| Total Programmed              |             | \$0   | \$0    | \$0    | \$850,000 | \$0    | \$0    | \$850,000 |

## SRTC-1232 - Wellesley High Performance Transit (HPT) Design & Engineering

The project is to conduct preliminary design and engineering to implement Wellesley High Performance Transit (HPT) line. This high performance transit route will travel between Spokane Falls and Spokane Community Colleges along the Wellesley corridor. Preliminary design and engineering phase includes design and engineering of improvements and cost estimates to prepare for construction of high performance transit amenities

|                                                                               |                          |
|-------------------------------------------------------------------------------|--------------------------|
| WSDOT ID:                                                                     | WA-16715                 |
| Lead Agency:                                                                  | Spokane Transit          |
| Project Type:                                                                 | High Performance Transit |
| Total Cost:                                                                   | \$970,000                |
| Begin Termini:                                                                | SFCC                     |
| End Termini:                                                                  | SFCC                     |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 970,000                  |



| Phase                         | Fund Source | Prior | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
|-------------------------------|-------------|-------|-----------|--------|--------|--------|--------|-----------|
| Preliminary Engineering       | CMAQ        | \$0   | \$630,000 | \$0    | \$0    | \$0    | \$0    | \$630,000 |
| ↳ Preliminary Engineering     | Local       | \$0   | \$340,000 | \$0    | \$0    | \$0    | \$0    | \$340,000 |
| Total Preliminary Engineering |             | \$0   | \$970,000 | \$0    | \$0    | \$0    | \$0    | \$970,000 |
| Total Programmed              |             | \$0   | \$970,000 | \$0    | \$0    | \$0    | \$0    | \$970,000 |

## SRTC-1242 - Division Complimentary Active Transportation Planning & Design

The Complementary Active Transportation (CAT) Design Package project will prioritize and design active transportation improvements adjacent and parallel to the Division Street Corridor. Discretionary funds are a FY 2024 RCP (Reconnecting Communities Pilot) award

|                                                                               |                             |       |             |        |        |        |        |             |
|-------------------------------------------------------------------------------|-----------------------------|-------|-------------|--------|--------|--------|--------|-------------|
| WSDOT ID:                                                                     | SRTC-1242                   |       |             |        |        |        |        |             |
| Lead Agency:                                                                  | Spokane Transit             |       |             |        |        |        |        |             |
| Project Type:                                                                 | Ped/Bike Non-Infrastructure |       |             |        |        |        |        |             |
| Total Cost:                                                                   | \$2,400,000                 |       |             |        |        |        |        |             |
| Begin Termini:                                                                | Various                     |       |             |        |        |        |        |             |
| End Termini:                                                                  | Various                     |       |             |        |        |        |        |             |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 2,400,000                   |       |             |        |        |        |        |             |
| Phase                                                                         | Fund Source                 | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
| Preliminary Engineering                                                       | Discretionary               | \$0   | \$1,920,000 | \$0    | \$0    | \$0    | \$0    | \$1,920,000 |
| ↳ Preliminary Engineering                                                     | Local                       | \$0   | \$480,000   | \$0    | \$0    | \$0    | \$0    | \$480,000   |
| Total Preliminary Engineering                                                 |                             | \$0   | \$2,400,000 | \$0    | \$0    | \$0    | \$0    | \$2,400,000 |
| Total Programmed                                                              |                             | \$0   | \$2,400,000 | \$0    | \$0    | \$0    | \$0    | \$2,400,000 |

# WA-07237 - Fixed Route Bus Purchase & Paratransit Fleet Purchase (5339)

Purchase diesel/electric buses for fixed route transit service and Paratransit vehicles for demand response service.

|                                                                               |                      |
|-------------------------------------------------------------------------------|----------------------|
| WSDOT ID:                                                                     | WA-07237             |
| Lead Agency:                                                                  | Spokane Transit      |
| Project Type:                                                                 | Transit Bus Purchase |
| Total Cost:                                                                   | \$10,835,390         |
| Begin Termini:                                                                | NA                   |
| End Termini:                                                                  | NA                   |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 7,178,967            |

| Phase              | Fund Source | Prior | FY2027      | FY2028      | FY2029      | FY2030      | Future      | Total        |
|--------------------|-------------|-------|-------------|-------------|-------------|-------------|-------------|--------------|
| Construction       | 5339        | \$0   | \$0         | \$1,315,825 | \$0         | \$0         | \$0         | \$1,315,825  |
| ↳ Construction     | Local       | \$0   | \$0         | \$232,204   | \$0         | \$0         | \$0         | \$232,204    |
| Construction       | 5339        | \$0   | \$2,498,051 | \$0         | \$0         | \$0         | \$0         | \$2,498,051  |
| ↳ Construction     | Local       | \$0   | \$440,833   | \$0         | \$0         | \$0         | \$0         | \$440,833    |
| Construction       | 5339        | \$0   | \$0         | \$0         | \$1,328,983 | \$0         | \$0         | \$1,328,983  |
| ↳ Construction     | Local       | \$0   | \$0         | \$0         | \$234,526   | \$0         | \$0         | \$234,526    |
| Construction       | 5339        | \$0   | \$0         | \$0         | \$0         | \$0         | \$1,355,696 | \$1,355,696  |
| ↳ Construction     | Local       | \$0   | \$0         | \$0         | \$0         | \$0         | \$239,241   | \$239,241    |
| Construction       | 5339        | \$0   | \$0         | \$0         | \$0         | \$0         | \$1,369,253 | \$1,369,253  |
| ↳ Construction     | Local       | \$0   | \$0         | \$0         | \$0         | \$0         | \$241,633   | \$241,633    |
| Construction       | 5339        | \$0   | \$0         | \$0         | \$0         | \$1,342,273 | \$0         | \$1,342,273  |
| ↳ Construction     | Local       | \$0   | \$0         | \$0         | \$0         | \$236,872   | \$0         | \$236,872    |
| Total Construction |             | \$0   | \$2,938,884 | \$1,548,029 | \$1,563,509 | \$1,579,145 | \$3,205,823 | \$10,835,390 |
| Total Future Costs |             | \$0   | \$0         | \$0         | \$0         | \$0         | \$3,205,823 | \$3,205,823  |
| Total Programmed   |             | \$0   | \$2,938,884 | \$1,548,029 | \$1,563,509 | \$1,579,145 | \$3,205,823 | \$10,835,390 |

# WA-14727 - Division Line: Division BRT Project Development, Construction and Implementation

Division BRT includes project development, construction & implementation, including all stations, transit center, layover, amenities, fleet requirements and associated roadway and multimodal improvements. Includes all construction management, engineer of record and other professional services during the project development, construction and implementation phases.

|                                                                               |                          |
|-------------------------------------------------------------------------------|--------------------------|
| WSDOT ID:                                                                     | WA-14727                 |
| Lead Agency:                                                                  | Spokane Transit          |
| Project Type:                                                                 | High Performance Transit |
| Total Cost:                                                                   | \$160,589,038            |
| Begin Termini:                                                                | N/A                      |
| End Termini:                                                                  | N/A                      |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 166,505,000              |

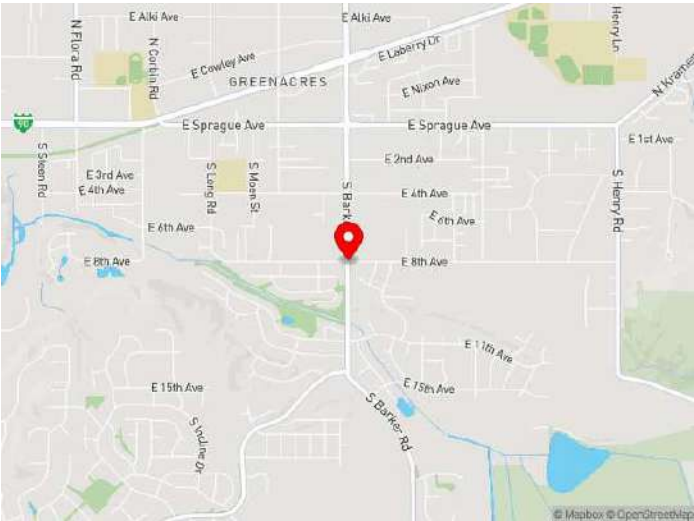


| Phase              | Fund Source | Prior | FY2027      | FY2028       | FY2029       | FY2030       | Future      | Total         |
|--------------------|-------------|-------|-------------|--------------|--------------|--------------|-------------|---------------|
| All                | 5309        | \$0   | \$0         | \$0          | \$0          | \$23,625,640 | \$750,000   | \$24,375,640  |
| All                | 5309(CIG)   | \$0   | \$0         | \$21,750,000 | \$35,874,360 | \$0          | \$0         | \$57,624,360  |
| All                | WSDOT       | \$0   | \$0         | \$0          | \$0          | \$0          | \$5,500,000 | \$5,500,000   |
| ↳ All              | Local       | \$0   | \$0         | \$0          | \$0          | \$0          | \$700,000   | \$700,000     |
| All                | WSDOT       | \$0   | \$0         | \$0          | \$16,000,000 | \$0          | \$0         | \$16,000,000  |
| ↳ All              | Local       | \$0   | \$0         | \$0          | \$16,624,360 | \$0          | \$0         | \$16,624,360  |
| All                | WSDOT       | \$0   | \$0         | \$0          | \$0          | \$769,000    | \$0         | \$769,000     |
| ↳ All              | Local       | \$0   | \$0         | \$0          | \$0          | \$15,704,422 | \$0         | \$15,704,422  |
| All                | WSDOT       | \$0   | \$0         | \$14,000,000 | \$0          | \$0          | \$0         | \$14,000,000  |
| ↳ All              | Local       | \$0   | \$0         | \$2,500,000  | \$0          | \$0          | \$0         | \$2,500,000   |
| All                | WSDOT       | \$0   | \$4,827,824 | \$0          | \$0          | \$0          | \$0         | \$4,827,824   |
| ↳ All              | Local       | \$0   | \$1,963,432 | \$0          | \$0          | \$0          | \$0         | \$1,963,432   |
| Total All          |             | \$0   | \$6,791,256 | \$38,250,000 | \$68,498,720 | \$40,099,062 | \$6,950,000 | \$160,589,038 |
| Total Future Costs |             | \$0   | \$0         | \$0          | \$0          | \$0          | \$6,950,000 | \$6,950,000   |
| Total Programmed   |             | \$0   | \$6,791,256 | \$38,250,000 | \$68,498,720 | \$40,099,062 | \$6,950,000 | \$160,589,038 |

# SRTC-1104 - Barker Road and 8th Avenue Roundabout

Install a new single lane roundabout with multi-modal facilities.

|                                                                               |                   |
|-------------------------------------------------------------------------------|-------------------|
| WSDOT ID:                                                                     | WA-16303          |
| Lead Agency:                                                                  | Spokane Valley    |
| Project Type:                                                                 | Roundabout        |
| Total Cost:                                                                   | \$3,095,000       |
| Begin Termini:                                                                | Barker Rd I/S     |
| End Termini:                                                                  | E. 8th Avenue I/S |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 3,767,000         |

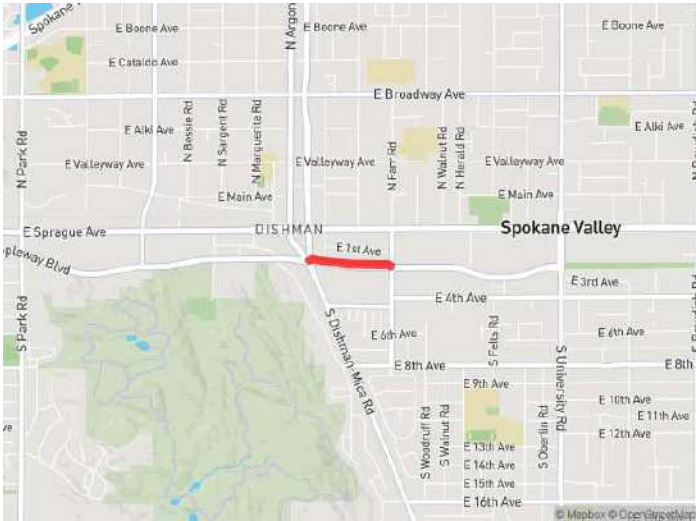


| Phase              | Fund Source      | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|------------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | HSIP             | \$0   | \$1,430,000 | \$0    | \$0    | \$0    | \$0    | \$1,430,000 |
| Construction       | Ped/Bike Program | \$0   | \$1,665,000 | \$0    | \$0    | \$0    | \$0    | \$1,665,000 |
| Total Construction |                  | \$0   | \$3,095,000 | \$0    | \$0    | \$0    | \$0    | \$3,095,000 |
| Total Programmed   |                  | \$0   | \$3,095,000 | \$0    | \$0    | \$0    | \$0    | \$3,095,000 |

# SRTC-1122 - Appleway Trail & Stormwater (Farr Rd Dishman Mica)

Replace adjacent sidewalk with new separated shared use path and stormwater facility improvements.

|                                                                               |                     |
|-------------------------------------------------------------------------------|---------------------|
| WSDOT ID:                                                                     | WA-16697            |
| Lead Agency:                                                                  | Spokane Valley      |
| Project Type:                                                                 | Shared Use Path     |
| Total Cost:                                                                   | \$1,300,000         |
| Begin Termini:                                                                | Farr Road           |
| End Termini:                                                                  | Dishman Mica/Mullan |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,400,000           |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | STBG(UL)    | \$0   | \$575,000   | \$0    | \$0    | \$0    | \$0    | \$575,000   |
| ↳ Construction     | Local       | \$0   | \$424,491   | \$0    | \$0    | \$0    | \$0    | \$424,491   |
| Construction       | TA(UL)      | \$0   | \$264,766   | \$0    | \$0    | \$0    | \$0    | \$264,766   |
| ↳ Construction     | Local       | \$0   | \$35,743    | \$0    | \$0    | \$0    | \$0    | \$35,743    |
| Total Construction |             | \$0   | \$1,300,000 | \$0    | \$0    | \$0    | \$0    | \$1,300,000 |
| Total Programmed   |             | \$0   | \$1,300,000 | \$0    | \$0    | \$0    | \$0    | \$1,300,000 |

Pavement preservation with locations of full depth patching.

Map of Spokane Valley, Washington, showing a red line indicating the location of the Spokane Valley Police Department. The map includes major roads like N Argonne Rd, E Sinto Ave, E Boone Ave, E Broadway Ave, E Valleyway Ave, E Main Ave, E 1st Ave, E 4th Ave, E 6th Ave, E 8th Ave, E 10th Ave, E 11th Ave, E 12th Ave, S Woodruff Rd, S Walnut Rd, S Herald Rd, S Main Ave, S Spalls Rd, S University Rd, S Oberlin Rd, S Bowdish Rd, S Pines Rd, S McDonald Rd, and S Division - McCar Rd. The area is divided into zones labeled HUMAN, OPPORTUNITY, and E ALKI. A red line is drawn horizontally across the center of the map, labeled 'Spokane Valley'.

## SRTC-1130 - E. Broadway Ave Preservation

Full-depth reconstruction on western half of project; grind, inlay, and patching on east half of project; and evaluation of mid-block crossing with RRFB at the east end of the fairgrounds.

|                                                                               |                |
|-------------------------------------------------------------------------------|----------------|
| WSDOT ID:                                                                     | WA-16723       |
| Lead Agency:                                                                  | Spokane Valley |
| Project Type:                                                                 | Reconstruction |
| Total Cost:                                                                   | \$4,325,000    |
| Begin Termini:                                                                | Havana Road    |
| End Termini:                                                                  | Fancher Road   |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 4,500,000      |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | NHPP        | \$0   | \$3,500,000 | \$0    | \$0    | \$0    | \$0    | \$3,500,000 |
| ↳ Construction     | Local       | \$0   | \$825,000   | \$0    | \$0    | \$0    | \$0    | \$825,000   |
| Total Construction |             | \$0   | \$4,325,000 | \$0    | \$0    | \$0    | \$0    | \$4,325,000 |
| Total Programmed   |             | \$0   | \$4,325,000 | \$0    | \$0    | \$0    | \$0    | \$4,325,000 |

## SRTC-1236 - Argonne I-90 Bridge

Widen or replace the existing Argonne Road Bridge over I-90 between Mission Avenue and approx. 300' north Knox Avenue and provide multimodal facilities along with Intersection improvements.

|                                                                               |                      |
|-------------------------------------------------------------------------------|----------------------|
| WSDOT ID:                                                                     | WA-16856             |
| Lead Agency:                                                                  | Spokane Valley       |
| Project Type:                                                                 | Bridge Replacement   |
| Total Cost:                                                                   | \$1,000              |
| Begin Termini:                                                                | Mission Ave          |
| End Termini:                                                                  | ~300' north Knox Ave |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 28,000,000           |



| Phase              | Fund Source | Prior | FY2027  | FY2028 | FY2029 | FY2030 | Future | Total   |
|--------------------|-------------|-------|---------|--------|--------|--------|--------|---------|
| Right of Way       | Local       | \$0   | \$1,000 | \$0    | \$0    | \$0    | \$0    | \$1,000 |
| Total Right of Way |             | \$0   | \$1,000 | \$0    | \$0    | \$0    | \$0    | \$1,000 |
| Total Programmed   |             | \$0   | \$1,000 | \$0    | \$0    | \$0    | \$0    | \$1,000 |

SRTC-1241 - Sullivan Preservation - Spokane River - UPRR

New project due to construction of an ice arena within the project limits. Grind and inlay Sullivan Rd from the Spokane River to UPRR after the ice arena construction is complete. Pavement preservation with locations of full depth patching. PE phase was partially started under STIP ID WA-15428 Sullivan Rd Preservation- UPRR to Kiernan.

|                                                                               |                                   |
|-------------------------------------------------------------------------------|-----------------------------------|
| WSDOT ID:                                                                     | SRTC-1241                         |
| Lead Agency:                                                                  | Spokane Valley                    |
| Project Type:                                                                 | Preservation - Overlays & Sealers |
| Total Cost:                                                                   | \$1,430,000                       |
| Begin Termini:                                                                | Spokane River                     |
| End Termini:                                                                  | UPRR                              |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,430,000                         |



| Phase                         | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|-------------------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering       | Local       | \$0   | \$130,000   | \$0    | \$0    | \$0    | \$0    | \$130,000   |
| Total Preliminary Engineering |             | \$0   | \$130,000   | \$0    | \$0    | \$0    | \$0    | \$130,000   |
| Construction                  | Local       | \$0   | \$1,300,000 | \$0    | \$0    | \$0    | \$0    | \$1,300,000 |
| Total Construction            |             | \$0   | \$1,300,000 | \$0    | \$0    | \$0    | \$0    | \$1,300,000 |
| Total Programmed              |             | \$0   | \$1,430,000 | \$0    | \$0    | \$0    | \$0    | \$1,430,000 |

# WA-13031A - Sullivan/Trent Interchange- Stage 1

Construct a 5-lane facility on Sullivan Rd with curb, gutter, stormwater, illumination, sidewalk and a shared use path. NOTE: PE is under federal project 9932(078).

|                                                                               |                                    |
|-------------------------------------------------------------------------------|------------------------------------|
| WSDOT ID:                                                                     | WA-13031A                          |
| Lead Agency:                                                                  | Spokane Valley                     |
| Project Type:                                                                 | Interchange Reconstruction         |
| Total Cost:                                                                   | \$2,200,000                        |
| Begin Termini:                                                                | Existing WB On & Off Ramp at SR290 |
| End Termini:                                                                  | Wellesley Ave                      |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 3,400,000                          |



| Phase              | Fund Source | Prior | FY2027 | FY2028      | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|--------|-------------|--------|--------|--------|-------------|
| Construction       | STBG        | \$0   | \$0    | \$1,903,000 | \$0    | \$0    | \$0    | \$1,903,000 |
| ↳ Construction     | Local       | \$0   | \$0    | \$297,000   | \$0    | \$0    | \$0    | \$297,000   |
| Total Construction |             | \$0   | \$0    | \$2,200,000 | \$0    | \$0    | \$0    | \$2,200,000 |
| Total Programmed   |             | \$0   | \$0    | \$2,200,000 | \$0    | \$0    | \$0    | \$2,200,000 |

## WA-13031B - Sullivan/Trent Interchange- Stage 2

Relocate utilities, reconstruct roadway and construct embankment needed for the realignment of Sullivan Rd. NOTE: PE is under federal project 9932(078).

|                                                                               |                            |
|-------------------------------------------------------------------------------|----------------------------|
| WSDOT ID:                                                                     | WA-13031B                  |
| Lead Agency:                                                                  | Spokane Valley             |
| Project Type:                                                                 | Interchange Reconstruction |
| Total Cost:                                                                   | \$2,300,000                |
| Begin Termini:                                                                | Kiernan Ave                |
| End Termini:                                                                  | BNSF                       |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 2960000                    |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | DEMO        | \$0   | \$1,325,000 | \$0    | \$0    | \$0    | \$0    | \$1,325,000 |
| Construction       | STBG(UL)    | \$0   | \$664,500   | \$0    | \$0    | \$0    | \$0    | \$664,500   |
| ↳ Construction     | Local       | \$0   | \$310,500   | \$0    | \$0    | \$0    | \$0    | \$310,500   |
| Total Construction |             | \$0   | \$2,300,000 | \$0    | \$0    | \$0    | \$0    | \$2,300,000 |
| Total Programmed   |             | \$0   | \$2,300,000 | \$0    | \$0    | \$0    | \$0    | \$2,300,000 |

## SRTC-1119 - 2028 Metropolitan Transportation Plan

This project will support the tasks outlined in SRTC's Unified Planning Work Program (UPWP), primarily tasks related to the maintenance and implementation of the Metropolitan Transportation Plan and any approved planning and consultation studies.

|                                                                               |                       |
|-------------------------------------------------------------------------------|-----------------------|
| WSDOT ID:                                                                     | WA-16455              |
| Lead Agency:                                                                  | SRTC                  |
| Project Type:                                                                 | Metropolitan Planning |
| Total Cost:                                                                   | \$1,156,070           |
| Begin Termini:                                                                | N/A                   |
| End Termini:                                                                  | N/A                   |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 1,156,070             |

| Phase            | Fund Source | Prior | FY2027 | FY2028    | FY2029    | FY2030 | Future | Total       |
|------------------|-------------|-------|--------|-----------|-----------|--------|--------|-------------|
| Planning         | STBG(UL)    | \$0   | \$0    | \$0       | \$500,000 | \$0    | \$0    | \$500,000   |
| ↳ Planning       | Local       | \$0   | \$0    | \$0       | \$78,035  | \$0    | \$0    | \$78,035    |
| Planning         | STBG(UL)    | \$0   | \$0    | \$500,000 | \$0       | \$0    | \$0    | \$500,000   |
| ↳ Planning       | Local       | \$0   | \$0    | \$78,035  | \$0       | \$0    | \$0    | \$78,035    |
| Total Planning   |             | \$0   | \$0    | \$578,035 | \$578,035 | \$0    | \$0    | \$1,156,070 |
| Total Programmed |             | \$0   | \$0    | \$578,035 | \$578,035 | \$0    | \$0    | \$1,156,070 |

# SRTC-1120 - Interstate-90 Corridor Study

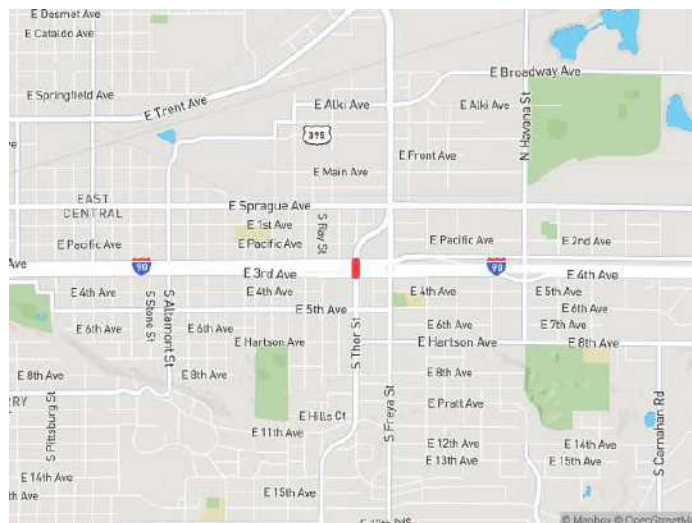
A study of east-west travel demand in the Spokane region proximate to, and including I-90. The analysis will identify land-use, transit and practical solutions needed across the region as well as system preservation and resiliency.

|                                                                               |                |       |           |        |        |        |        |           |
|-------------------------------------------------------------------------------|----------------|-------|-----------|--------|--------|--------|--------|-----------|
| WSDOT ID:                                                                     | WA-16456       |       |           |        |        |        |        |           |
| Lead Agency:                                                                  | SRTC           |       |           |        |        |        |        |           |
| Project Type:                                                                 | Planning Study |       |           |        |        |        |        |           |
| Total Cost:                                                                   | \$924,856      |       |           |        |        |        |        |           |
| Begin Termini:                                                                | N/A            |       |           |        |        |        |        |           |
| End Termini:                                                                  | N/A            |       |           |        |        |        |        |           |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | 924,856        |       |           |        |        |        |        |           |
| Phase                                                                         | Fund Source    | Prior | FY2027    | FY2028 | FY2029 | FY2030 | Future | Total     |
| Planning                                                                      | STBG(UL)       | \$0   | \$800,000 | \$0    | \$0    | \$0    | \$0    | \$800,000 |
| ↳ Planning                                                                    | Local          | \$0   | \$124,856 | \$0    | \$0    | \$0    | \$0    | \$124,856 |
| Total Planning                                                                |                | \$0   | \$924,856 | \$0    | \$0    | \$0    | \$0    | \$924,856 |
| Total Programmed                                                              |                | \$0   | \$924,856 | \$0    | \$0    | \$0    | \$0    | \$924,856 |

## F09020832 - I-90/Thor St over I-90 - Bridge Repair

Rehabilitate the deck of Bridge 90/568

|                                                                                      |                     |
|--------------------------------------------------------------------------------------|---------------------|
| <b>WSDOT ID:</b>                                                                     | F09020832           |
| <b>Lead Agency:</b>                                                                  | WSDOT - EAST        |
| <b>Project Type:</b>                                                                 | Bridge Preservation |
| <b>Total Cost:</b>                                                                   | \$3,205,937         |
| <b>Begin Termini:</b>                                                                | 283.73              |
| <b>End Termini:</b>                                                                  | 283.85              |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | \$3,879,778         |



| Phase              | Fund Source | Prior | FY2027      | FY2028 | FY2029 | FY2030 | Future | Total       |
|--------------------|-------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction       | MVA         | \$0   | \$64,119    | \$0    | \$0    | \$0    | \$0    | \$64,119    |
| Construction       | NHPP        | \$0   | \$3,141,818 | \$0    | \$0    | \$0    | \$0    | \$3,141,818 |
| Total Construction |             | \$0   | \$3,205,937 | \$0    | \$0    | \$0    | \$0    | \$3,205,937 |
| Total Programmed   |             | \$0   | \$3,205,937 | \$0    | \$0    | \$0    | \$0    | \$3,205,937 |

## SRTC-1049 - Asphalt/Chip Seal Preservation Spokane Regional Transportation Council

Grouping of preservation projects for state highways and freeways in Spokane County. Pavement condition rating is project to drop below the adopted standards at multiple project locations. By inlaying the existing roadway with hot mix asphalt, the existing pavement condition rating will be increased to be within adopted standards. Find a list of included projects at <https://wsdot.wa.gov/construction-planning/search-projects?combine=>.

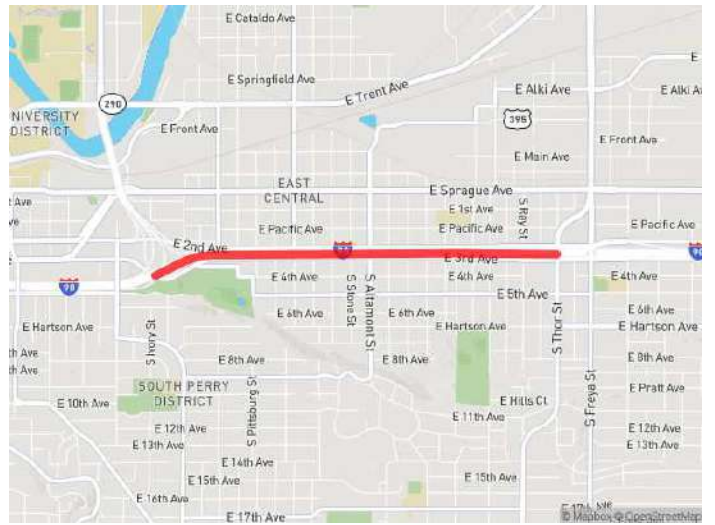
|                                                                               |                                   |       |             |              |        |        |        |              |
|-------------------------------------------------------------------------------|-----------------------------------|-------|-------------|--------------|--------|--------|--------|--------------|
| WSDOT ID:                                                                     | BSRTC P1                          |       |             |              |        |        |        |              |
| Lead Agency:                                                                  | WSDOT - EAST                      |       |             |              |        |        |        |              |
| Project Type:                                                                 | Preservation - Overlays & Sealers |       |             |              |        |        |        |              |
| Total Cost:                                                                   | \$18,019,585                      |       |             |              |        |        |        |              |
| Begin Termini:                                                                | 0.00                              |       |             |              |        |        |        |              |
| End Termini:                                                                  | 0.00                              |       |             |              |        |        |        |              |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | \$18,019,595                      |       |             |              |        |        |        |              |
| Phase                                                                         | Fund Source                       | Prior | FY2027      | FY2028       | FY2029 | FY2030 | Future | Total        |
| Preliminary Engineering                                                       | MVA                               | \$0   | \$121,107   | \$0          | \$0    | \$0    | \$0    | \$121,107    |
| Preliminary Engineering                                                       | STBG                              | \$0   | \$374,255   | \$0          | \$0    | \$0    | \$0    | \$374,255    |
| Total Preliminary Engineering                                                 |                                   | \$0   | \$495,362   | \$0          | \$0    | \$0    | \$0    | \$495,362    |
| Construction                                                                  | MVA                               | \$0   | \$955,231   | \$324,882    | \$0    | \$0    | \$0    | \$1,280,113  |
| Construction                                                                  | STBG                              | \$0   | \$0         | \$16,244,110 | \$0    | \$0    | \$0    | \$16,244,110 |
| Total Construction                                                            |                                   | \$0   | \$955,231   | \$16,568,992 | \$0    | \$0    | \$0    | \$17,524,223 |
| Total Programmed                                                              |                                   | \$0   | \$1,450,593 | \$16,568,992 | \$0    | \$0    | \$0    | \$18,019,585 |

## SRTC-1096 - US 395/NSC I-90 Improvements - Hamilton to Thor

This project provides for the improvement on and along I-90 that will include local street connections on/off ramp revisions, which will include a new bridge for Second Ave., modifying/widening the Altamont bridge, adding roundabouts at the intersections of Altamont with 2nd and 3rd Ave., and realigning 2nd Ave to make room for the new I-90/NSC ramp connections. In addition to the structures, this work includes grading, drainage, paving, traffic control and other work.

|                                                                                      |                       |
|--------------------------------------------------------------------------------------|-----------------------|
| <b>WSDOT ID:</b>                                                                     | 600016B032            |
| <b>Lead Agency:</b>                                                                  | WSDOT - EAST          |
| <b>Project Type:</b>                                                                 | Other Roadway Capital |
| <b>Total Cost:</b>                                                                   | \$67,980,000          |
| <b>Begin Termini:</b>                                                                | 282.37                |
| <b>End Termini:</b>                                                                  | 283.72                |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | \$77,674,800          |

The map displays the project area in Seattle, Washington. The project alignment is highlighted in red, running east-west through the East Central neighborhood. Key streets shown include E Front Ave, E Main Ave, E Pacific Ave, E 2nd Ave, E 3rd Ave, E 4th Ave, and E 5th Ave. The University District is visible to the west, and the East Central neighborhood is the primary focus. Major roads like E Front Ave and E Main Ave are shown in grey. The map also includes labels for various streets and landmarks, such as the University District, East Central, and the University of Washington.

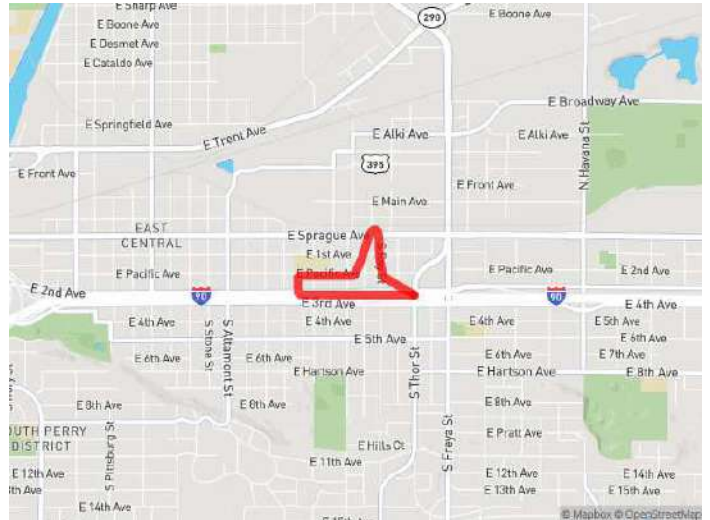


| Phase              | Fund Source | Prior | FY2027       | FY2028 | FY2029 | FY2030 | Future | Total        |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction       | CWA         | \$0   | \$67,980,000 | \$0    | \$0    | \$0    | \$0    | \$67,980,000 |
| Total Construction |             | \$0   | \$67,980,000 | \$0    | \$0    | \$0    | \$0    | \$67,980,000 |
| Total Programmed   |             | \$0   | \$67,980,000 | \$0    | \$0    | \$0    | \$0    | \$67,980,000 |

## SRTC-1097 - US 395/NSC I-90 Interchange - Stage 1

Construct I-90 Interchange to NSC Spur. This project will construct the northern portion of the NSC/I90 Interchange from 2nd Ave to Sprague Ave. The work includes the construction of one new bridge, and four partial bridges, along with grading, drainage, paving, traffic control, and other work.

|                                                                                      |                 |
|--------------------------------------------------------------------------------------|-----------------|
| <b>WSDOT ID:</b>                                                                     | 600016C032      |
| <b>Lead Agency:</b>                                                                  | WSDOT - EAST    |
| <b>Project Type:</b>                                                                 | Interchange-New |
| <b>Total Cost:</b>                                                                   | \$81,892,800    |
| <b>Begin Termini:</b>                                                                | 283.25          |
| <b>End Termini:</b>                                                                  | 283.69          |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | \$88,388,100    |

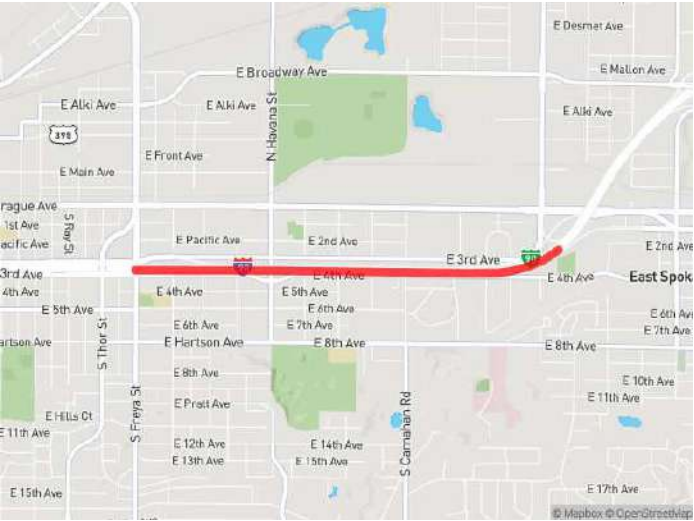


| Phase              | Fund Source | Prior | FY2027       | FY2028 | FY2029 | FY2030 | Future | Total        |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction       | CWA         | \$0   | \$81,892,800 | \$0    | \$0    | \$0    | \$0    | \$81,892,800 |
| Total Construction |             | \$0   | \$81,892,800 | \$0    | \$0    | \$0    | \$0    | \$81,892,800 |
| Total Programmed   |             | \$0   | \$81,892,800 | \$0    | \$0    | \$0    | \$0    | \$81,892,800 |

## SRTC-1098 - US 395/NSC I-90 Improvements - Freya to Appleway

This project provides for the improvement on and along I-90 that will include local street connections on/off ramp revisions, which will include a new bridge for the eastbound off ramp over Havana, replace the Havana bridge, realign 3rd Ave, and reconstruction of the intersection of Havana and 3rd Avenue. In addition to the structures, this work includes grading, drainage, paving, traffic control and other work.

|                                                                               |                           |
|-------------------------------------------------------------------------------|---------------------------|
| WSDOT ID:                                                                     | 600016D032                |
| Lead Agency:                                                                  | WSDOT - EAST              |
| Project Type:                                                                 | New Roadway/Project/Route |
| Total Cost:                                                                   | \$58,583,200              |
| Begin Termini:                                                                | 283.78                    |
| End Termini:                                                                  | 285.59                    |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | \$63,222,700              |

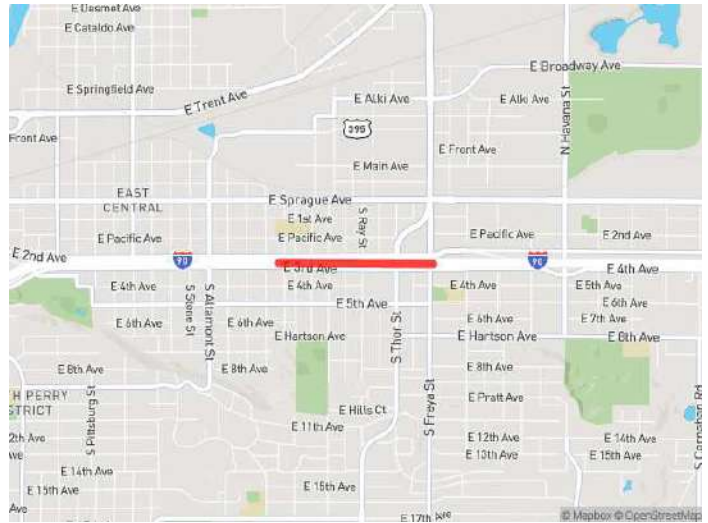


| Phase              | Fund Source | Prior | FY2027       | FY2028 | FY2029 | FY2030 | Future | Total        |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction       | CWA         | \$0   | \$58,583,200 | \$0    | \$0    | \$0    | \$0    | \$58,583,200 |
| Total Construction |             | \$0   | \$58,583,200 | \$0    | \$0    | \$0    | \$0    | \$58,583,200 |
| Total Programmed   |             | \$0   | \$58,583,200 | \$0    | \$0    | \$0    | \$0    | \$58,583,200 |

## SRTC-1099 - US 395/NSC I-90 Interchange - Stage 2

Construct I-90 Interchange to NSC Spur. This project will construct the southern portion of the NSC/I90 Interchange from I-90 to Second Ave. The work includes the construction of one new bridge, and completion of the four partial bridges that were constructed on the I-90 Interchange Stage 1 project. In addition to the structures, the work includes grading, drainage, paving, traffic control, and other work.

|                                                                                      |                 |
|--------------------------------------------------------------------------------------|-----------------|
| <b>WSDOT ID:</b>                                                                     | 600016E032      |
| <b>Lead Agency:</b>                                                                  | WSDOT - EAST    |
| <b>Project Type:</b>                                                                 | Interchange-New |
| <b>Total Cost:</b>                                                                   | \$77,352,800    |
| <b>Begin Termini:</b>                                                                | 282.92          |
| <b>End Termini:</b>                                                                  | 283.92          |
| <b>Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):</b> | \$83,367,400    |



| Phase              | Fund Source | Prior | FY2027       | FY2028 | FY2029 | FY2030 | Future | Total        |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction       | CWA         | \$0   | \$77,352,800 | \$0    | \$0    | \$0    | \$0    | \$77,352,800 |
| Total Construction |             | \$0   | \$77,352,800 | \$0    | \$0    | \$0    | \$0    | \$77,352,800 |
| Total Programmed   |             | \$0   | \$77,352,800 | \$0    | \$0    | \$0    | \$0    | \$77,352,800 |

SRTC-1112 - 2026-2029 SRTMC Operations

Operations of the Spokane Regional Traffic Management Center. (SRTMC)

|                                                                               |              |  |  |  |  |  |  |  |
|-------------------------------------------------------------------------------|--------------|--|--|--|--|--|--|--|
| WSDOT ID:                                                                     | SRTMC        |  |  |  |  |  |  |  |
| Lead Agency:                                                                  | WSDOT - EAST |  |  |  |  |  |  |  |
| Project Type:                                                                 | SRTMC        |  |  |  |  |  |  |  |
| Total Cost:                                                                   | \$2,784,670  |  |  |  |  |  |  |  |
| Begin Termini:                                                                | 0.00         |  |  |  |  |  |  |  |
| End Termini:                                                                  | 0.00         |  |  |  |  |  |  |  |
| Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured): | \$2,784,670  |  |  |  |  |  |  |  |

| Phase                         | Fund Source | Prior | FY2027 | FY2028    | FY2029    | FY2030    | Future | Total       |
|-------------------------------|-------------|-------|--------|-----------|-----------|-----------|--------|-------------|
| Preliminary Engineering       | STBG(UL)    | \$0   | \$0    | \$928,030 | \$950,220 | \$906,420 | \$0    | \$2,784,670 |
| Total Preliminary Engineering |             | \$0   | \$0    | \$928,030 | \$950,220 | \$906,420 | \$0    | \$2,784,670 |
| Total Programmed              |             | \$0   | \$0    | \$928,030 | \$950,220 | \$906,420 | \$0    | \$2,784,670 |