2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED 10/08/2026

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 08, 2026

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Spokane Regional Transportation Council

BOARD MEETING 10/08/2026
FOR ACTION

AGENDA ITEM 5
RESOLUTION R-26-25

RESOLUTION

of the BOARD OF DIRECTORS of the

SPOKANE REGIONAL TRANSPORTATION COUNCIL

R-26-25

ADOPTING THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Spokane Regional Transportation Council (SRTC) Board of Directors serves as the Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (SMPA) and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and is responsible for developing a 4-year Transportation Improvement Program (TIP); and

WHEREAS, the CY 2027-2030 TIP has been developed under the direction of the SRTC Board in consultation with local government staff, Washington State Department of Transportation (WSDOT), Spokane Transit Authority (STA), and with input from various groups and members of the public.

NOW, THEREFORE BE IT RESOLVED, that the SRTC BOARD does hereby adopt the 2027-2030 Transportation Improvement Program to be incorporated into the Statewide Transportation Improvement Program (STIP) of Washington State.

ADOPTED: 10/08/2026

ATTEST

Anadia Grier
SRTC
Clerk of the Board

Kitty Klitzke 10/8/26
Council Member Kitty Klitzke
City of Spokane
Vice Chair, SRTC Board of Directors

METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION FOR THE FOLLOWING METROPOLITAN PLANNING AREA

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Spokane Regional Transportation Council Metropolitan Planning Organization (MPO) for the Spokane Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. *23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;*
2. *In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;*
3. *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;*
4. *49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;*
5. *23 U.S.C 101 note and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;*
6. *23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;*
7. *The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101* et seq.*) and 49 CFR parts 27, 37, and 38;*
8. *The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;*
9. *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;*
10. *Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and*
11. *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).*

MPO - - SRTC

Lois Bollenback

Signature

Lois Bollenback

Printed Name

Executive Director

Title

8/5/2026

Date

WSDOT

A. Ragaza Bourassa

Signature

Anna Ragaza-Bourassa

Printed Name

Senior Tribal and Regional Tranportation Planner

Title

8/28/26

Date

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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) andprojects 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 though 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) 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. **There were no public comments received during the public comment period.**

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 payments 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, 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	$0	$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 5309	2027	$0	$0	$0	$0	$0
FTA 5309	2028	$0	$21,750,000	$21,750,000	$21,750,000	$0
FTA 5309	2029	$0	$35,874,360	$35,874,360	$35,874,360	$0
FTA 5309	2030	$0	$23,625,640	$23,625,640	$23,625,640	$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

Fund Type	Year	Starting Balance	Annual Allocation	Available Revenue	Total Amount Programmed	Ending Balance
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	$22,800,000	$22,800,000	$22,800,000	$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	$32,306,564	$32,306,564	$32,306,564	$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%	$31,000,000	4%
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%	$162,409,038	21%
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	15%
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	6%
Reconstruction	3	5%	$22,928,980	3%
Roadway Capital - NSC	4	7%	$285,808,800	38%
Roundabout	5	9%	$17,371,100	2%
Shared Use Path	4	7%	$18,557,065	2%
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	1%
Transit Program	1	2%	$5,833,421	1%
Total:	**58**	**100%**	**$758,522,355**	**100%**

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 CY 2027-2030 TIP at the top of the screen.

Table 10. 2027-2030 Program Summary

WSDOT ID	Agency	Title	Type	Fund Types (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	$31,000,000	$31,000,000	$0	$0	$0	$0	$22,800,000	$0	$8,200,000	$0	$0	$0	$31,000,000	$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	Discre-tionary, 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, 5309	$160,589,038	$6,791,256	$38,250,000	$68,498,720	$40,099,062	$6,950,000	$82,000,000	$41,096,824	$37,492,214	$0	$0	$0	$0	$160,589,038
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 Kaminskas**, 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 | **Shauna 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 5-year rolling avg.	Statewide Targets for 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 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 (weighted by deck area)	33.0%	30%
Percent of NHS Bridges in poor condition (weighted by deck area)	7.5%	10%

*Supported by the SRTC Board of Directors on 4/13/2025. 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 good condition	46%	30%
Percent of the Interstate on the NHS in poor condition	1.9%	4%
Percent of Non-Interstate pavement on the NHS in good condition	46.8%	45%
Percent of Non-Interstate pavement on the 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 (congestion)	Baseline Data (2025)	4-year Target (2026)*
Percent of person-miles traveled on the Interstate 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)	088799000000000	SURRO AVE	CSO TANK #42
City of Spokane	0005258A0000000	MAPLE STREET	SPOKANE RIVER
City of Spokane	0016214A0000000	SPOKANE FALLS BLVD	SPOKANE RIVER
City of Spokane	083613000000000	SUNSET HIGHWAY	GEIGER BOULEVARD
City of Spokane	085106000000000	HATCH ROAD	LATAH CREEK
City of Spokane	085123000000000	MISSION AVE	SPOKANE RIVER
City of Spokane	085146000000000	GREENE STREET	SPOKANE RIVER
City of Spokane	085181000000000	BROADWAY AVE	MAPLE STREET
City of Spokane	085241000000000	FREYA WAY	SIRR (UPRR)
City of Spokane	085269000000000	SPRAGUE WAY S/B	ERIE STREET
City of Spokane	085270000000000	SPRAGUE AVE	SPRAGUE WAY S/B
City of Spokane	085271000000000	SPRAGUE AVE	ERIE STREET
City of Spokane	085287000000000	POST STREET	SPOKANE RIVER
City of Spokane	085295000000000	MONROE STREET	SPOKANE RIVER
City of Spokane	085308000000000	WASHINGTON STREET	S. CHANNEL SPOKANE RIVER
City of Spokane	085309000000000	STEVENS STREET	S. CHANNEL SPOKANE RIVER
City of Spokane	085319000000000	9TH AVE	BEN GARNETT WAY
City of Spokane	085322000000000	CLIFF AVE	BEN GARNETT WAY
City of Spokane	085341000000000	SPRAGUE WAY N/B	2ND AVE
City of Spokane	085421000000000	11TH AVE	LATAH CREEK
City of Spokane	085422000000000	1ST AVE	MAPLE STREET
City of Spokane	085426000000000	RIVERSIDE AVE	LATAH CREEK
City of Spokane	085427000000000	RIVERSIDE AVE	MAPLE STREET
City of Spokane	085428000000000	SUNSET BOULEVARD	LATAH CREEK
City of Spokane	085429000000000	SUNSET BOULEVARD	INLAND EMPIRE WAY
City of Spokane	085447000000000	CHESTNUT STREET	LATAH CREEK
City of Spokane	085448000000000	INLAND EMPIRE WAY	LATAH CREEK
City of Spokane	085835000000000	SUMMIT BLVD	RAVINE SOUTH OF BOONE AV
City of Spokane	086014000000000	ROSAMOND AVE	SUNSET BOULEVARD
City of Spokane	086015000000000	WASHINGTON STREET	N. CHANNEL SPOKANE RIVER
City of Spokane	086150000000000	T.J.MEENACH DR.	SPOKANE RIVER PETTET DR
City of Spokane	086151000000000	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 Reservation Agency (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	081318000000000	STARR ROAD	NEWMAN LAKE OUTLET
Spokane County	081470000000000	WAIKIKI ROAD	LITTLE SPOKANE RIVER
Spokane County	081934000000000	CHENEY-SPOKANE RD	UP&BN RR & MARSHALL CR
Spokane County	082086000000000	WEST BRADSHAW ROAD	LATAH CREEK
Spokane County	082103000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Spokane County	082168000000000	N. KENTUCK TRAILS	LATAH CREEK
Spokane County	082270000000000	ELK-CHATTAROY ROAD	LITTLE SPOKANE RIVER
Spokane County	082352000000000	CHENEY-SPANGLE RD	COLUMBIA PLATEAU TRAIL
Spokane County	082431000000000	SEVEN MILE ROAD	DEEP CREEK
Spokane County	082454000000000	JAY AVE	DRAINAGE
Spokane County	082499000000000	BROOKS ROAD	COULEE CREEK
Spokane County	082806000000000	COLBERT ROAD	LITTLE SPOKANE RIVER
Spokane County	082971000000000	WEST BRANCH ROAD	WB LITTLE SPOKANE RIVER
Spokane County	083065000000000	COLBERT ROAD	LITTLE DEEP CREEK
Spokane County	083072000000000	RIVERWAY ROAD	LITTLE SPOKANE RIVER
Spokane County	083108000000000	JACKSON ROAD	ROCK CREEK
Spokane County	083158000000000	WOOD ROAD	COULEE CREEK
Spokane County	083436000000000	CHENEY-PLAZA ROAD	COLUMBIA PLATEAU TRAIL
Spokane County	083658000000000	OLD STATE ROUTE195	N PINE CREEK WIR RR
Spokane County	083687000000000	TRUAX ROAD	SOUTH FORK ROCK CREEK
Spokane County	083810000000000	HAYS ROAD	LATAH CREEK
Spokane County	083834000000000	COULEE-HITE ROAD	COULEE CREEK
Spokane County	084453000000000	MCFARLANE ROAD	N FORK DEEP CREEK
Spokane County	084465000000000	LADD ROAD	NORTH FORK DEEP CREEK
Spokane County	084493000000000	CRESCENT ROAD	DRAGOON CREEK
Spokane County	084499000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Spokane County	084542000000000	SPANGLE-WAVERLY RD	LATAH CREEK
Spokane County	084625000000000	CHATTAROY ROAD	LITTLE SPOKANE RIVER
Spokane County	084675000000000	WELLS ROAD	SANDERS CREEK
Spokane County	084702000000000	DUNKLE ROAD	NORTH FORK ROCK CREEK
Spokane County	084740000000000	DEER PARK-MILAN RD	LITTLE SPOKANE RIVER
Spokane County	084791000000000	MILAN ROAD	LITTLE SPOKANE RIVER
Spokane County	084800000000000	TRUAX ROAD	SOUTH FORK ROCK CREEK

Owner	NBI Facility No.	Facility Carried	Facility Crossed
Spokane County	084831000000000	STARR ROAD	SOUTH FORK ROCK CREEK
Spokane County	085753000000000	MCFARLANE ROAD	DEEP CREEK
Spokane County	085754000000000	EUCLID ROAD	DEEP CREEK
Spokane County	085755000000000	GARFIELD ROAD	DEEP CREEK
Spokane County	085756000000000	PINE BLUFF ROAD	COULEE CREEK
Spokane County	085758000000000	ELOIKA ROAD	LITTLE SPOKANE RIVER
Spokane County	085759000000000	SANDS ROAD	CALIFORNIA CREEK
Spokane County	085760000000000	MARSH ROAD	LATAH CREEK
Spokane County	085761000000000	CHATCOLET ROAD	ROSE CREEK
Spokane County	085822000000000	GREENLEAF DRIVE	LITTLE SPOKANE RIVER
Spokane County	085915000000000	SEVEN MILE ROAD	SPOKANE RIVER
Spokane County	085929000000000	ROBERTS ROAD	LATAH CREEK
Spokane County	086048000000000	SANDERS ROAD	SOUTH FORK ROCK CREEK
Spokane County	086049000000000	HARVARD ROAD	SOUTH FORK ROCK CREEK
Spokane County	086050000000000	BRADSHAW ROAD	SOUTH FORK ROCK CREEK
Spokane County	086156000000000	RAMBO ROAD	DEEP CREEK
Spokane County	086209000000000	DALTON ROAD	DRAGOON CREEK
Spokane County	086210000000000	VALLEY CHAPEL RD	LATAH CREEK
Spokane County	086316000000000	DARKNELL ROAD	RATTLERS RUN CREEK
Spokane County	086317000000000	HARVARD ROAD	SPOKANE RIVER
Spokane County	086318000000000	SCROGGIE ROAD	UPRR TRACKS
Spokane County	086319000000000	STENTZ ROAD	SPANGLE CREEK
Spokane County	086320000000000	VALLEY ROAD	OTTER CREEK
Spokane County	086447000000000	OLD SR-195	SPRING VALLEY CREEK
Spokane County	086464000000000	SPRING VALLEY ROAD	LATAH CREEK
Spokane County	086466000000000	PRAIRIE VIEW RD	LATAH CREEK
Spokane County	086467000000000	MORROW ROAD	PINE CREEK
Spokane County	086468000000000	ESPANOLA ROAD	DEEP CREEK
Spokane County	086500000000000	STALEY ROAD	DRAGOON CREEK
Spokane County	086636000000000	DARTFORD DRIVE	LITTLE SPOKANE RIVER
Spokane County	087176000000000	CHATCOLET ROAD	ROCK CREEK
Spokane County	087205000000000	ARGONNE ROAD	SPOKANE RIVER
Spokane County	087583000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Spokane County	087584000000000	DEEP CREEK ROAD	DEEP CREEK
Spokane County	087585000000000	VALLEY CHAPEL RD	ROCK CREEK

Owner	NBI Facility No.	Facility Carried	Facility Crossed
Spokane County	087601000000000	VALLEY CHAPEL RD	SPANGLE CREEK
Spokane County	087705000000000	JACKSON ROAD	RATTLERS RUN CREEK
Spokane County	088229000000000	CHATTAROY ROAD	DRAGOON CREEK
Spokane County	088230000000000	APPLEWAY ROAD	SPOKANE RIVER
Spokane County	088501000000000	OREGON ROAD	NORTH FORK DRAGOON CRK
Spokane County	088502000000000	LITTLE SPOKANE DR	LITTLE SPOKANE RIVER
Spokane County	088548000000000	CHENEY-PLAZA ROAD	SANDERS CREEK
Spokane County	088645000000000	BRUCE ROAD	PEONE CREEK
Spokane County	088682000000000	JACKSON ROAD	OCHLARE CREEK
Spokane County	088714000000000	CHRISTENSEN ROAD	DEEP CREEK
Spokane County	088716000000000	ELLIOTT ROAD	DEADMAN CREEK
Spokane County	088832000000000	7-MILE ROAD	COULEE CREEK
Spokane County	088932000000000	RITCHEY ROAD	DEEP CREEK
Spokane County	088938000000000	HOLCOMB ROAD	DEADMAN CREEK
Spokane County	089009000000000	MONROE ROAD	W. BRANCH DRAGOON CREEK
Spokane County	089023000000000	BIGELOW GULCH ROAD	FORKER ROAD
Spokane County	089168000000000	IDAHO ROAD	SOUTH FORK ROCK CREEK
Spokane County	089253000000000	FORKER ROAD	DRAINAGE
Spokane County	089258000000000	FRIDEGER ROAD	LITTLE SPOKANE RIVER
Spokane County	089259000000000	WALLIS ROAD	SOUTH FORK DEADMAN CREEK
Spokane County	089317000000000	MONROE ROAD	DRAGOON CREEK
Spokane County	089392000000000	MARSHALL ROAD	MARSHALL CREEK
Spokane County	089490000000000	EUCLID ROAD	BNSF RR TRACKS
Spokane County	089519000000000	CONNOR ROAD	CALIFORNIA CREEK
Spokane County	089542000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Town of Rockford	087075000000000	FIRST STREET	MICA CREEK
Town of Spangle	085025000000000	3RD STREET	SPANGLE CREEK
Town of Spangle	085028000000000	2ND STREET	SPANGLE CREEK
Town of Spangle	085030000000000	1ST STREET	SPANGLE CREEK
Town of Spangle	085032000000000	MAIN STREET	SPANGLE CREEK
WSDOT	000000GP0000000	SR 27	COVE CREEK
WSDOT	000000MP0000000	SR 206	DEADMAN CR NO 1
WSDOT	0002365A0000000	US 2	NP RY
WSDOT	0002701A0000000	US 2	DEEP CREEK
WSDOT	0003168B0000000	US 2	N FK DEEP CR LOWER X-ING

Owner	NBI Facility No.	Facility Carried	Facility Crossed
WSDOT	0004029A0000000	US 395	DRAGOON CR
WSDOT	0004637A0000000	ARGONNE RD	I-90
WSDOT	0005130A0000000	FLORA RD	I-90
WSDOT	0005130B0000000	BARKER RD	I-90
WSDOT	0005158A0000000	I-90 WB RAMP	I-90
WSDOT	0005397A0000000	SR 27	ROCK CREEK
WSDOT	0005405A0000000	US 2	LITTLE SPOKANE RIVER
WSDOT	0005453A0000000	I-90	S ALTAMONT ST
WSDOT	0005453C0000000	THOR ST	I-90
WSDOT	0005453D0000000	FREYA ST	I-90
WSDOT	0005453E0000000	I-90	S HAVANA ST
WSDOT	0006579A0000000	I-90	HANGMAN CREEK
WSDOT	0006579B0000000	I-90	HANGMAN CREEK
WSDOT	0006822A0000000	GROVE RD	I-90
WSDOT	0006875A0000000	US 2	I-90
WSDOT	0006875B0000000	US 2	I-90
WSDOT	0006875C0000000	I-90	GARDEN SPRINGS RD
WSDOT	0006875D0000000	I-90	GARDEN SPRINGS RD
WSDOT	0006896B0000000	LINDEKE ST	I-90
WSDOT	0006956A0000000	ROSAMOND AVE	I-90
WSDOT	0007027A0000000	SR 27	RATTLER RUN CR UPRR
WSDOT	0007072A0000000	GARDEN SPRING RD	I-90
WSDOT	0007094A0000000	US 195	I-90
WSDOT	0007094B0000000	US 195	I-90
WSDOT	0007107A0000000	E WELLESLEY AVE	SR 290 WB
WSDOT	0007107B0000000	E WELLESLEY AVE	RAILROAD
WSDOT	0007317A0000000	US 2	W AIRPORT DRIVE
WSDOT	0007317B0000000	US 2	W AIRPORT DR
WSDOT	0007317C0000000	US 2	GEIGER BLVD
WSDOT	0007317D0000000	US 2	GEIGER BLVD
WSDOT	0007423A0000000	N LIBERTY LAKE RD	I-90
WSDOT	0007438A0000000	SR 290	RAILROAD
WSDOT	0007630A0000000	SR 902	I-90
WSDOT	0007768A0000000	SR 902	I-90
WSDOT	0007768B0000000	SR 904	I-90
WSDOT	0007784A0000000	SR 904	I-90
WSDOT	0007841A0000000	I-90	CITY STREETS
WSDOT	0007903A0000000	I-90	MEDICAL LAKE RD

Owner	NBI Facility No.	Facility Carried	Facility Crossed
WSDOT	0007903B0000000	I-90	MEDICAL LAKE RD
WSDOT	0007903C0000000	I-90	NP RY
WSDOT	0007903D0000000	I-90	NP RY
WSDOT	0007924A0000000	SR 27	UP RR
WSDOT	0007954A0000000	I-90	VIADUCT STA 1396 US 2
WSDOT	0007954B0000000	I-90 E-N RAMP	BROWNE ST
WSDOT	0007954C0000000	I-90 S-E RAMP	DIVISION ST
WSDOT	0007981A0000000	US 195	NP RY
WSDOT	0007996A0000000	SR 291	LITTLE SPOKANE R
WSDOT	0008135A0000000	SR 290	SPOKANE RIVER
WSDOT	0008288A0000000	I-90 S-W RAMP	MCCLELLAN ST BERNARD ST
WSDOT	0008307A0000000	I-90 W-N RAMP	HOWARD ST
WSDOT	0008322A0000000	JEFFERSON-W RAMP	PARKING LOT
WSDOT	0008322B0000000	WALNUT-E RAMP	PARKING AREA
WSDOT	0008322C0000000	W-CEDAR RAMP	CITY STREET (JEFFERSON)
WSDOT	0008322D0000000	FOURTH-E RAMP	CITY STREET (4TH AVE)
WSDOT	0008611A0000000	SHERMAN ST	I-90
WSDOT	0008611B0000000	ARTHUR ST	I-90
WSDOT	0008774A0000000	I-90	3RD AV & W-E RAMP
WSDOT	0008774C0000000	SR 290 W-W RAMP	3RD AVE & W-E RAMP
WSDOT	0008774D0000000	I-90 E-E RAMP	3RD AVE & I-90
WSDOT	0009150A0000000	US 2	W-W RAMP
WSDOT	0009150B0000000	US 2	W-W RAMP
WSDOT	0009150C0000000	W-W & E-E RAMPS	SUNSET HWY
WSDOT	0009215A0000000	I-90	SPOKANE BRIDGE RD
WSDOT	0009215B0000000	I-90	SPOKANE BRIDGE RD
WSDOT	0009417A0000000	US 195	DAVIS RD
WSDOT	0009417B0000000	US 195	BRADSHAW RD
WSDOT	0009462A0000000	US 195	PLAZA-CHENEY RD
WSDOT	0009462B0000000	US 195	DRAKE RD
WSDOT	0009462C0000000	US 195	POWERS RD
WSDOT	0009560B0000000	US 195	PINE CREEK
WSDOT	0009560C0000000	E BABB RD	US 195
WSDOT	0009622A0000000	SR 290	2ND AVE
WSDOT	0009622B0000000	SR 290 W-W RAMP	2ND AVE
WSDOT	0009622C0000000	SR 290	2ND AVE
WSDOT	0009622D0000000	I-90 RAMP	E 2ND AVE

Owner	NBI Facility No.	Facility Carried	Facility Crossed
WSDOT	0009782A0000000	MULLAN RD	I-90
WSDOT	0010792A0000000	SR 27	I-90
WSDOT	0010792B0000000	SR 27	I-90
WSDOT	0012327A0000000	SR 290	RR SPOKANE RIVER CITY ST
WSDOT	0012563A0000000	US 2	W BRANCH LITTLE SPOKANE
WSDOT	0012781A0000000	US 395	WHITWORTH DRIVE
WSDOT	0012818A0000000	SULLIVAN RD	I-90
WSDOT	0013050A0000000	E BROADWAY AVE	I-90
WSDOT	0013145A0000000	SR 290	SPOKANE RIVER
WSDOT	0013496A0000000	SR 290	RAILROAD
WSDOT	0013794A0000000	US 2	SPOKANE RIVER
WSDOT	0013812B0000000	US 2	LITTLE SPOKANE RIVER
WSDOT	0014237A0000000	US 395	LITTLE SPOKANE R
WSDOT	0015438A0000000	I-90	SPRAGUE AVE
WSDOT	0015438B0000000	I-90	UPRR
WSDOT	0015637A0000000	PARK ROAD	I-90
WSDOT	0015711A0000000	US 395	HATCH ROAD
WSDOT	0015711B0000000	US 395	HATCH ROAD
WSDOT	0015756A0000000	EVERGREEN RD	I-90
WSDOT	0015947A0000000	I-90	SPRAGUE AVE
WSDOT	0015947B0000000	I-90	UPRR
WSDOT	0015947C0000000	W-W RAMP	W-N RAMP
WSDOT	0016720A0000000	N/B US 395	FARWELL RD
WSDOT	0016720B0000000	US 395	FARWELL RD
WSDOT	0016720C0000000	US 2 W-S RAMP	FARWELL RD
WSDOT	0016720D0000000	US 395 N-E RAMP	FARWELL RD
WSDOT	0017177A0000000	N/B US 395	FAIRVIEW RD
WSDOT	0017177B0000000	N/B US 395	MARKET STREET
WSDOT	0017177C0000000	N/B US 395	PARKSMITH DR & RR
WSDOT	0017177D0000000	SHADY SLOPE RD	US 2
WSDOT	0017177E0000000	SHADY SLOPE ROAD	US 395
WSDOT	0017177F0000000	PERRY STREET	US 395
WSDOT	0017278A0000000	N/B US 395	LINCOLN RD
WSDOT	0017278B0000000	N/B US 395 SPUR NSC	GERLACH RD
WSDOT	0017413A0000000	US 395	BNSF RR
WSDOT	0017610A0000000	US 395	US 2
WSDOT	0017610B0000000	US 395	US 2

Owner	NBI Facility No.	Facility Carried	Facility Crossed
WSDOT	0017610C0000000	N-N RAMP	US 2
WSDOT	0017610D0000000	W-S RAMP	US 395/US 2/RAMP
WSDOT	0017610E0000000	N-N RAMP	N-E RAMP
WSDOT	0017610G0000000	US 2	DEADMAN CREEK
WSDOT	0017777A0000000	US 395	N WANDERMERE & RAMP
WSDOT	0017777B0000000	US 395	N WANDERMERE & RAMP
WSDOT	0017967A0000000	US 395 SPUR NSC	LINCOLN RD
WSDOT	0017967B0000000	US 395	GERLACH RD
WSDOT	0017967C0000000	US 395	FAIRVIEW RD
WSDOT	0017967D0000000	US 395	MARKET ST
WSDOT	0017967E0000000	US 395	PARKSMITH DR & RR
WSDOT	0018195A0000000	E-S RAMP	MARKET STREET
WSDOT	0018296A0000000	E FRANCIS AVE	FUTURE US 395/RR/PED
WSDOT	0018378A0000000	CHENEY SPOKANE RD	SR 195
WSDOT	0018496A0000000	SR 395	BNSF RR
WSDOT	0018496B0000000	US 395	BNSF RR
WSDOT	0019425A0000000	SR 902	I-90
WSDOT	0019509A0000000	SR 290	SPOKANE RIVER
WSDOT	0019587A0000000	US 395 W-N RAMP	BNSF RR
WSDOT	0019587B0000000	US 395 OFF RAMP	BNSF RR
WSDOT	0019692A0000000	KRAMER PARKWAY	I-90
WSDOT	002005190000000	I 90 EBL	SPOKANE RIVER
WSDOT	002005200000000	I 90 WBL	SPOKANE RIVER
WSDOT	084488000000000	SR 278	ROCK CREEK
WSDOT	084632000000000	SR 278	ROCK CREEK
WSDOT	084640000000000	SR 278	NORTH FORK ROCK CREEK
WSDOT	085485000000000	SR 278	ROCK CREEK
WSDOT	085839000000000	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, intallation 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 occured. 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 Safety	PM 2 NHS Bridge	PM 2 NHS Pavement	Non-NHS Pavement or Bridge	PM 3 System Performance	PM 3 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 Safety	PM 2 NHS Bridge	PM 2 NHS Pavement	Non-NHS Pavement or Bridge	PM 3 System Performance	PM 3 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, Sprague Bridges Deck Rehab		x		x		
Spokane	29th Ave. – Sprague Ave. Grind & Overlay			x	x		
Spokane	Fish Lake Trail Connection to Centennial Trail Phase 2						x
Spokane Co.	Bruce Road and Peone Road Roundabout	x				x	x
Spokane Co.	Colbert Bridge Replacement No. 3703				x		
Spokane Co.	Staley Road Preser-vation - Dalton Road to US0 395				x		
Spokane Co.	Wellesley Ave and Appleway Ave Round-about	x				x	x
Spokane Co.	Craig Road - Four Lakes Interchange Revision					x	
Spokane Co.	Cheney Spokane Road Bridge No. 2404 Deck & Barrier Rehabilitation				x		
Spokane Co.	Harvard Road Recon-struction Phase 2			x			
Spokane Co.	Commute Smart – Advancing and Connecting TDM, CTR and Communities						x
Spokane Co.	Gordon Road Bridge No.1506				x		
Spokane Co.	Hayford Road, Trails Road, Government Way, Forker Road 2025 Safety	x					
Spokane Co.	Country Homes Blvd SB Lanes - Wall to Division			x			
Spokane Co.	Day Mt Spokane Guardrail - Bruce Road to Greenbluff Road	x					
Spokane Co.	Aero Road Preservation - Westbow Road to Thomas Mallen Road				x		

Agency	Project Title	PM 1 Safety	PM 2 NHS Bridge	PM 2 NHS Pavement	Non-NHS Pavement or Bridge	PM 3 System Performance	PM 3 CMAQ
Spokane International 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 Safety	PM 2 NHS Bridge	PM 2 NHS Pavement	Non-NHS Pavement or Bridge	PM 3 System Performance	PM 3 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 Trans-portation 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 cardon 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 activitiesinclude 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 setaside 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 RTPOs 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 RTPOs 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.

SRTC-1102 - Garfield Road/US 2 Roundabout Project

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)

WSDOT ID:	WA-16247
Lead Agency:	Airway Heights
Project Type:	Roundabout
Total Cost:	$5,519,500
Begin Termini:	278.41
End Termini:	278.54
Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):	$5,808,151

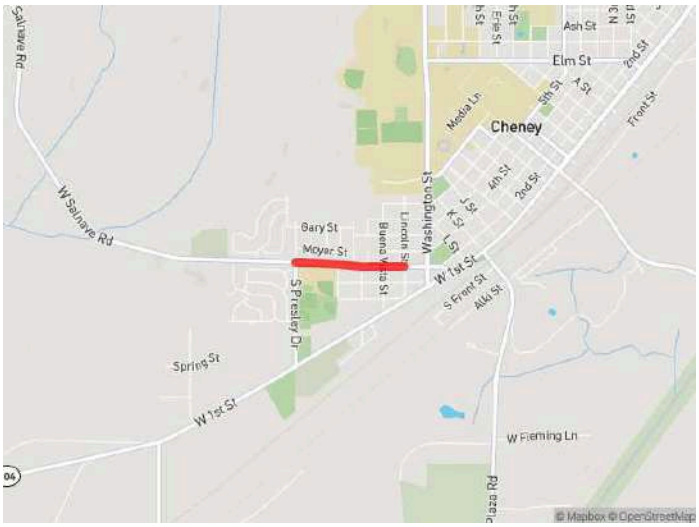
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	DEMO	$0	$1,730,741	$0	$0	$0	$0	$1,730,741
	Construction	TIB	$0	$1,842,524	$0	$0	$0	$0	$1,842,524
↳	Construction	Local	$0	$1,946,235	$0	$0	$0	$0	$1,946,235
	Total Construction		$0	$5,519,500	$0	$0	$0	$0	$5,519,500
	Total Programmed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

Funding Changes:	DEMO
Funding Changes:	- Decrease funds in FY 2026 in CN from $1,730,741 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $1,730,741
Funding Changes:	TIB
Funding Changes:	- Decrease funds in FY 2026 in CN from $1,842,524 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $1,842,524
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $1,946,235 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $1,946,235
Federal Project Cost:	Stays the same $1,730,741
Total Project Cost:	Stays the same $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.

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



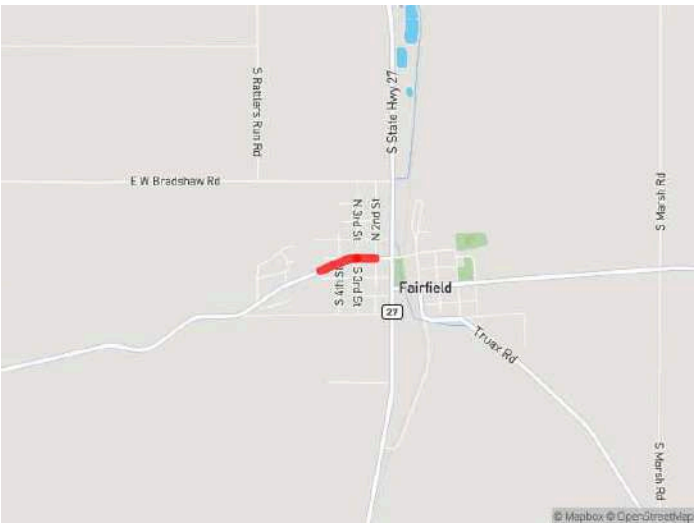
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Preliminary Engineering	STBG(US)	$0	$71,600	$0	$0	$0	$0	$71,600
↳	Preliminary Engineering	Local	$0	$52,500	$0	$0	$0	$0	$52,500
	Total Preliminary Engineering		$0	$124,100	$0	$0	$0	$0	$124,100
	Construction	STBG(US)	$0	$0	$644,409	$0	$0	$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

Funding Changes:	STBG(US)
Funding Changes:	- Decrease funds in FY 2027 in CN from $644,409 to $0
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $644,409
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2027 in CN from $472,591 to $0
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $472,591
Federal Project Cost:	Stays the same $716,009
Total Project Cost:	Stays the same $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.

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



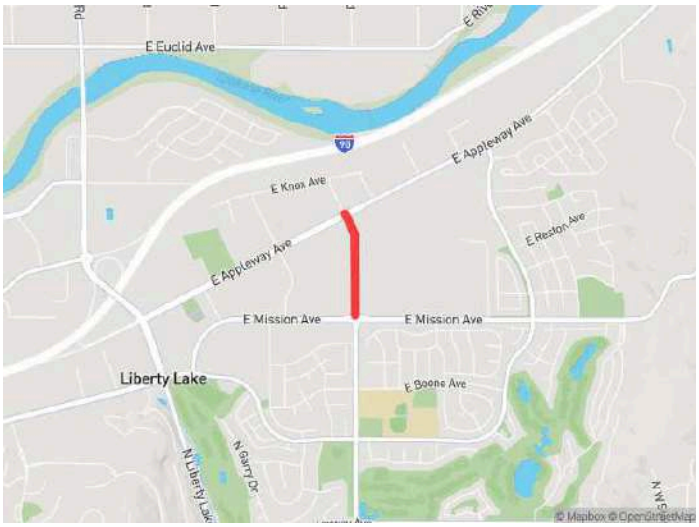
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	CRP(R)	$0	$440,030	$0	$0	$0	$0	$440,030
Total Construction		$0	$440,030	$0	$0	$0	$0	$440,030
Total Programmed		$0	$440,030	$0	$0	$0	$0	$440,030

Funding Changes:	STBG(R)
Funding Changes:	- Decrease funds in FY 2026 in PE from $59,569 to $0
Funding Changes:	- Decrease funds in FY 2027 in CN from $440,030 to $0
Funding Changes:	CRP(R)
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $440,030
Federal Project Cost:	Decreased from $499,599 to $440,030 (-11.92%)
Total Project Cost:	Decreased from $499,599 to $440,030 (-11.92%)

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



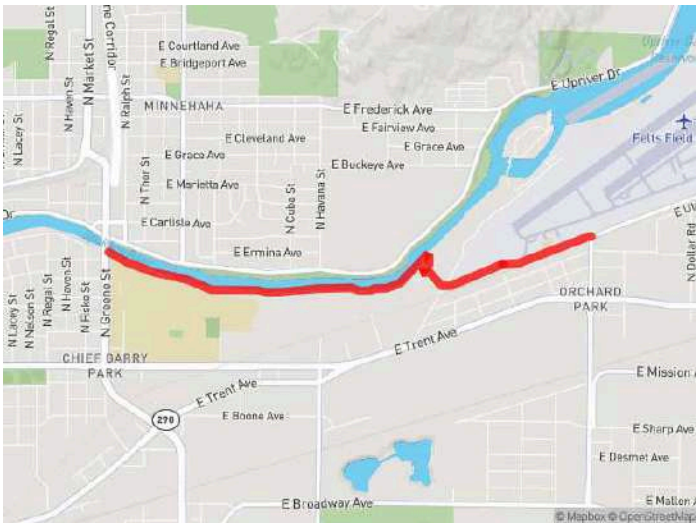
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$1,002,702	$0	$0	$0	$0	$1,002,702
↳	Construction	Local	$0	$334,233	$0	$0	$0	$0	$334,233
	Total Construction		$0	$1,336,935	$0	$0	$0	$0	$1,336,935
	Total Programmed		$0	$1,336,935	$0	$0	$0	$0	$1,336,935

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in PE from $106,481 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $35,494 to $0
Federal Project Cost:	Decreased from $1,109,183 to $1,002,702 (-9.60%)
Total Project Cost:	Decreased from $1,478,910 to $1,336,935 (-9.60%)

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



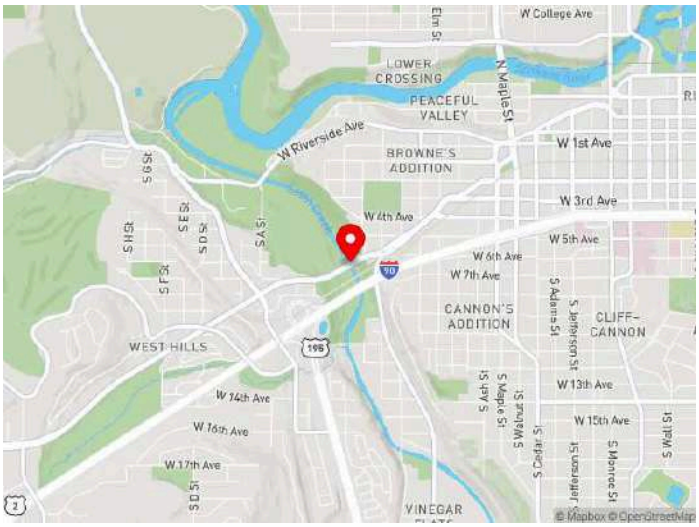
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	MAW	$0	$5,050,000	$0	$0	$0	$0	$5,050,000
↳	Construction	Local	$0	$517,000	$0	$0	$0	$0	$517,000
	Total Construction		$0	$5,567,000	$0	$0	$0	$0	$5,567,000
	Total Programmed		$0	$5,567,000	$0	$0	$0	$0	$5,567,000

Funding Changes:	MAW
Funding Changes:	- Decrease funds in FY 2026 in RW from $100,000 to $0
Federal Project Cost:	Stays the same $0
Total Project Cost:	Decreased from $5,667,000 to $5,567,000 (-1.76%)

SRTC-1080 - Latah Bridge Rehabilitation

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

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



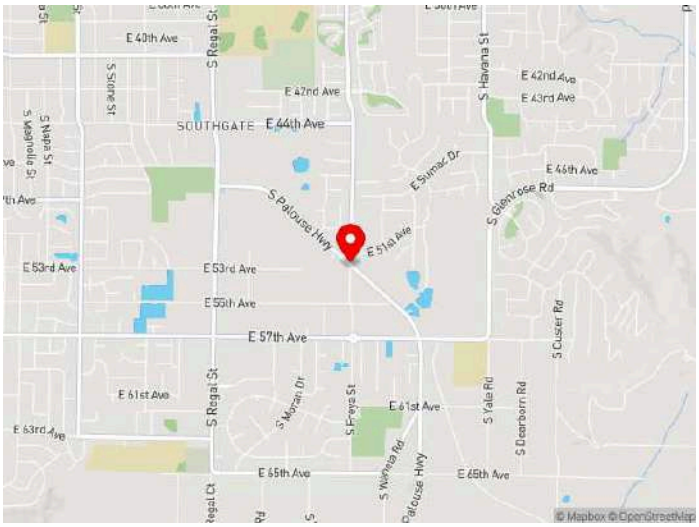
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	Local	$0	$40,000	$0	$0	$0	$0	$40,000
Total Right of Way		$0	$40,000	$0	$0	$0	$0	$40,000
Construction	Discretionary	$0	$0	$51,727,000	$0	$0	$0	$51,727,000
Construction	Local	$0	$0	$8,073,000	$0	$0	$0	$8,073,000
Total Construction		$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

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in PE from $2,780,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $2,520,000 to $0
Federal Project Cost:	Decreased from $54,507,000 to $51,727,000 (-5.10%)
Total Project Cost:	Decreased from $65,140,000 to $59,840,000 (-8.14%)

SRTC-1101 - Freya / Palouse Roundabout

Reconstruction of the intersection and install a roundabout.

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

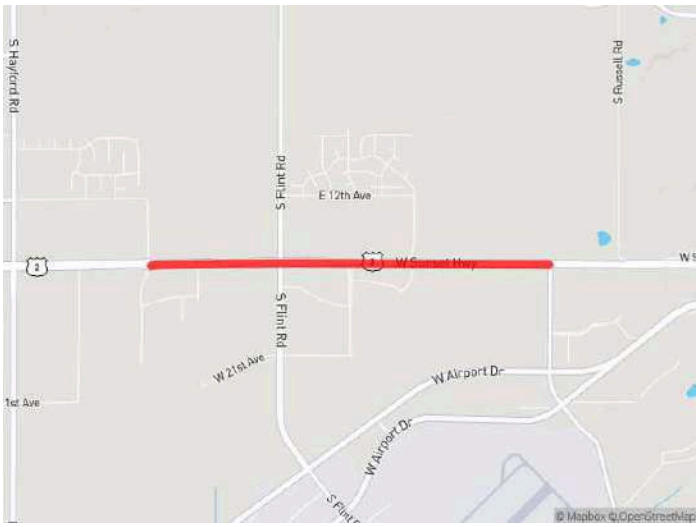


	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	DEMO	$0	$3,480,800	$0	$0	$0	$0	$3,480,800
↳	Construction	Local	$0	$789,200	$0	$0	$0	$0	$789,200
	Construction	TIB	$0	$1,563,600	$0	$0	$0	$0	$1,563,600
	Total Construction		$0	$5,833,600	$0	$0	$0	$0	$5,833,600
	Total Programmed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



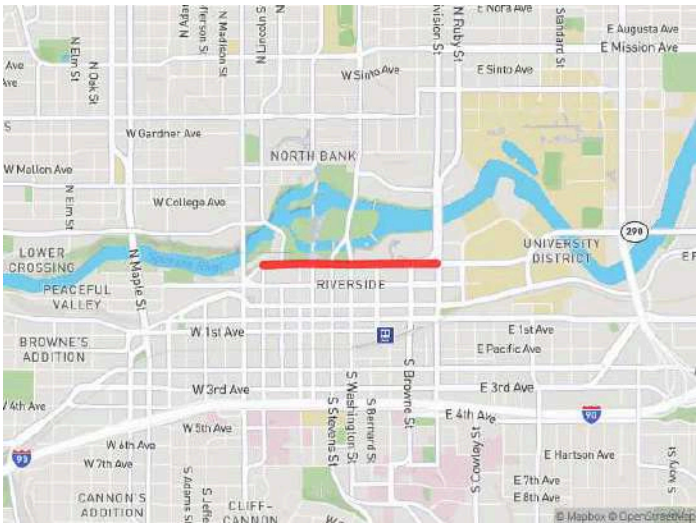
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$1,281,065	$0	$0	$0	$0	$1,281,065
↳	Construction	Local	$0	$400,000	$0	$0	$0	$0	$400,000
	Construction	WSDOT	$0	$1,600,000	$0	$0	$0	$0	$1,600,000
	Total Construction		$0	$3,281,065	$0	$0	$0	$0	$3,281,065
	Total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

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in PE from $7,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $75,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $50,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $50,000 to $0
Funding Changes:	WSDOT
Funding Changes:	- Decrease funds in FY 2026 in PE from $100,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $100,000 to $0
Funding Changes:	CMAQ
Funding Changes:	- Decrease funds in FY 2026 in PE from $125,000 to $0
Federal Project Cost:	Decreased from $1,488,065 to $1,281,065 (-13.91%)
Total Project Cost:	Decreased from $3,788,065 to $3,281,065 (-13.38%)

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



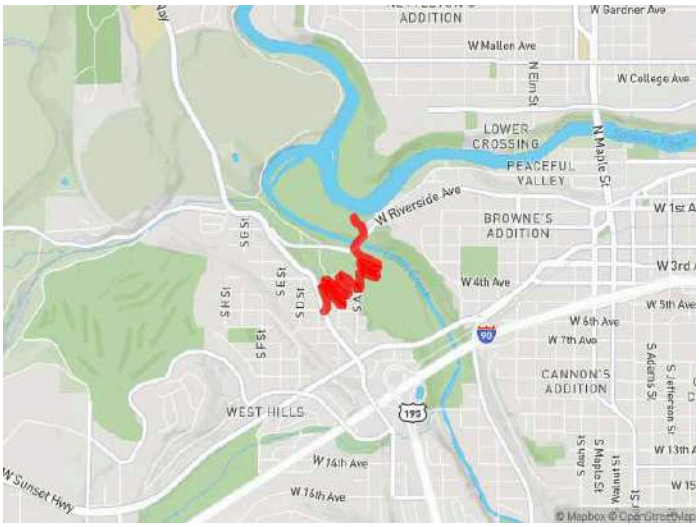
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Local	$0	$50,000	$0	$0	$0	$0	$50,000
Total Preliminary Engineering		$0	$50,000	$0	$0	$0	$0	$50,000
Construction	Local	$0	$0	$6,825,000	$6,825,000	$0	$0	$13,650,000
Total Construction		$0	$0	$6,825,000	$6,825,000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

Funding Changes:	STP(UL)
Funding Changes:	- Decrease funds in FY 2027 in PE from $200,000 to $0
Federal Project Cost:	Decreased from $200,000 to $0 (-100%)
Total Project Cost:	Decreased from $13,900,000 to $13,700,000 (-1.44%)

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



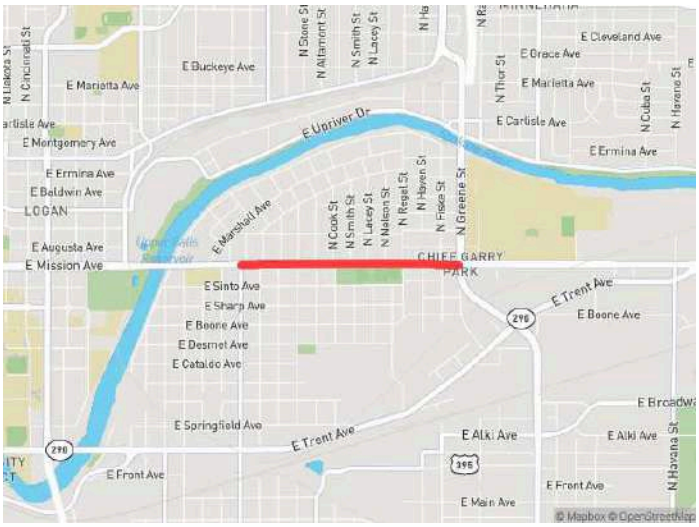
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	CMAQ	$0	$0	$579,413	$0	$0	$0	$579,413
↳	Construction	Local	$0	$0	$78,221	$0	$0	$0	$78,221
	Construction	CMAQ	$0	$0	$0	$2,463,898	$0	$0	$2,463,898
↳	Construction	Local	$0	$0	$0	$3,401,221	$0	$0	$3,401,221
	Construction	TA(UL)	$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

Funding Changes:	CMAQ
Funding Changes:	- Decrease funds in FY 2028 in CN from $4,705,203 to $579,413
Funding Changes:	+ Increase funds in FY 2029 in CN from $0 to $2,463,898
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2028 in CN from $3,703,797 to $78,221
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $69,105
Funding Changes:	+ Increase funds in FY 2029 in CN from $0 to $3,401,221
Funding Changes:	+ Increase funds in FY 2029 in CN from $0 to $155,250
Funding Changes:	TA(UL)
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $511,892
Funding Changes:	+ Increase funds in FY 2029 in CN from $0 to $1,150,000
Federal Project Cost:	Stays the same $4,705,203
Total Project Cost:	Stays the same $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.

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



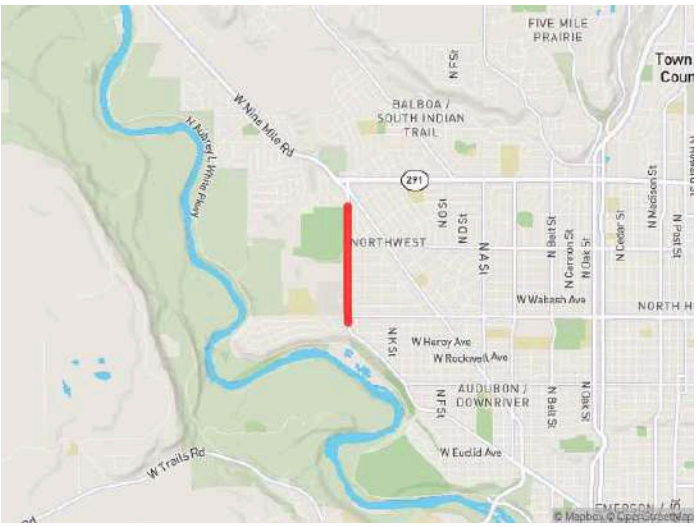
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$0	$1,041,490	$0	$0	$0	$1,041,490
↳	Construction	Local	$0	$0	$347,163	$0	$0	$0	$347,163
	Total Construction		$0	$0	$1,388,653	$0	$0	$0	$1,388,653
	Total Programmed		$0	$0	$1,388,653	$0	$0	$0	$1,388,653

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in PE from $104,149 to $0
Funding Changes:	- Decrease funds in FY 2027 in CN from $1,041,490 to $0
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $1,041,490
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $34,716 to $0
Funding Changes:	- Decrease funds in FY 2027 in CN from $347,163 to $0
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $347,163
Federal Project Cost:	Decreased from $1,145,639 to $1,041,490 (-9.09%)
Total Project Cost:	Decreased from $1,527,518 to $1,388,653 (-9.09%)

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.

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



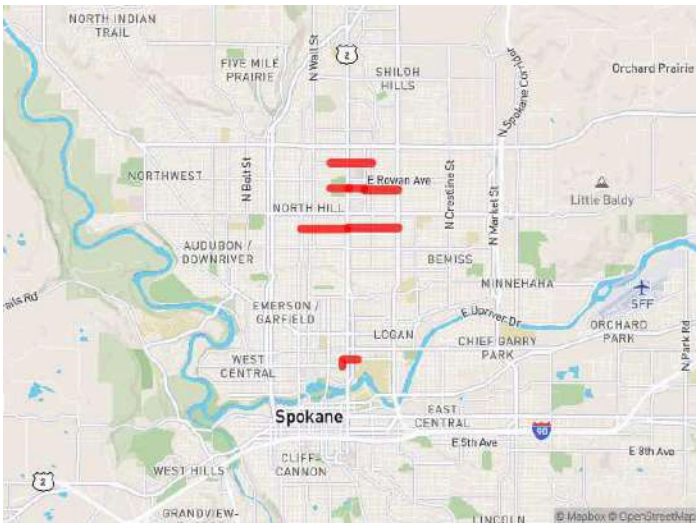
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SRTS	$0	$2,097,000	$0	$0	$0	$0	$2,097,000
Total Construction		$0	$2,097,000	$0	$0	$0	$0	$2,097,000
Total Programmed		$0	$2,097,000	$0	$0	$0	$0	$2,097,000

Funding Changes:	SRTS
Funding Changes:	- Decrease funds in FY 2026 in PE from $210,000 to $0
Federal Project Cost:	Decreased from $2,307,000 to $2,097,000 (-9.10%)
Total Project Cost:	Decreased from $2,307,000 to $2,097,000 (-9.10%)

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



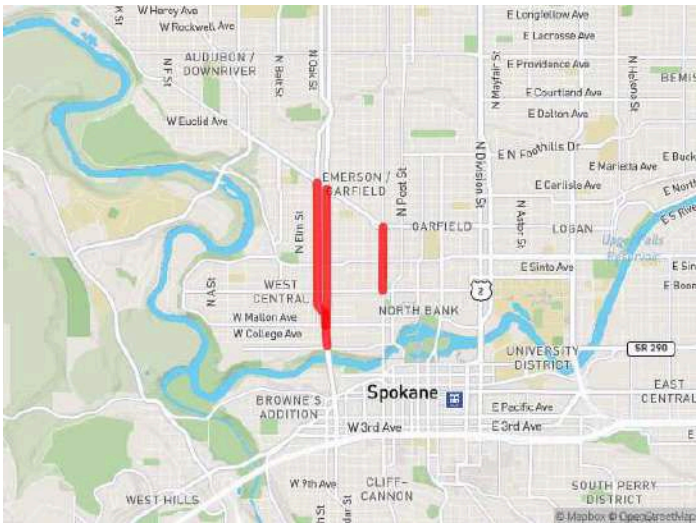
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	CMAQ	$0	$0	$1,911,751	$0	$0	$0	$1,911,751
↳	Construction	Local	$0	$0	$963,062	$0	$0	$0	$963,062
	Total Construction		$0	$0	$2,874,813	$0	$0	$0	$2,874,813
	Total Programmed		$0	$0	$2,874,813	$0	$0	$0	$2,874,813

Funding Changes:	CMAQ
Funding Changes:	- Decrease funds in FY 2026 in PE from $191,175 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $96,306 to $0
Federal Project Cost:	Decreased from $2,102,926 to $1,911,751 (-9.09%)
Total Project Cost:	Decreased from $3,162,294 to $2,874,813 (-9.09%)

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.

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



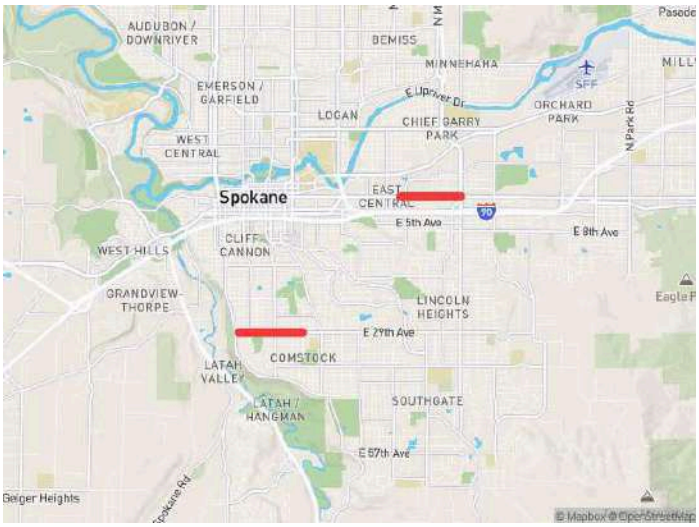
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	NHPP	$0	$5,507,000	$0	$0	$0	$0	$5,507,000
↳	Construction	Local	$0	$972,000	$0	$0	$0	$0	$972,000
	Total Construction		$0	$6,479,000	$0	$0	$0	$0	$6,479,000
	Total Programmed		$0	$6,479,000	$0	$0	$0	$0	$6,479,000

Funding Changes:	NHPP
Funding Changes:	- Decrease funds in FY 2026 in PE from $394,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $21,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $69,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $4,000 to $0
Federal Project Cost:	Decreased from $5,922,000 to $5,507,000 (-7.01%)
Total Project Cost:	Decreased from $6,967,000 to $6,479,000 (-7.00%)

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



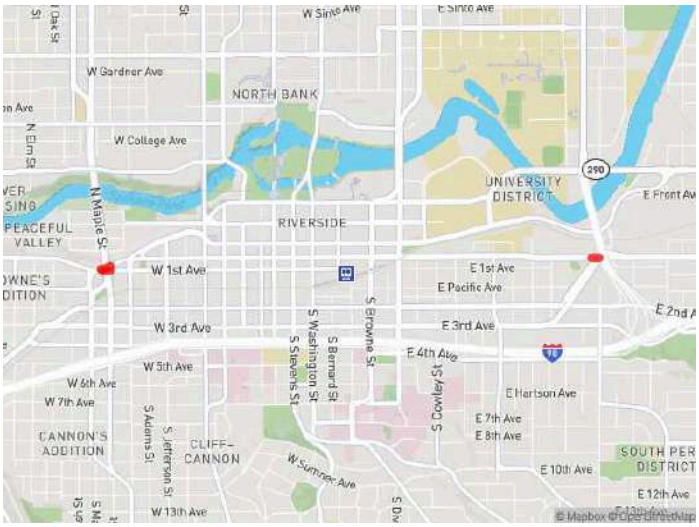
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	NHPP	$0	$3,941,000	$0	$0	$0	$0	$3,941,000
↳	Construction	Local	$0	$695,000	$0	$0	$0	$0	$695,000
	Total Construction		$0	$4,636,000	$0	$0	$0	$0	$4,636,000
	Total Programmed		$0	$4,636,000	$0	$0	$0	$0	$4,636,000

Funding Changes:	NHPP
Funding Changes:	- Decrease funds in FY 2026 in PE from $394,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $21,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $70,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in RW from $4,000 to $0
Federal Project Cost:	Decreased from $4,356,000 to $3,941,000 (-9.53%)
Total Project Cost:	Decreased from $5,125,000 to $4,636,000 (-9.54%)

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

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

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



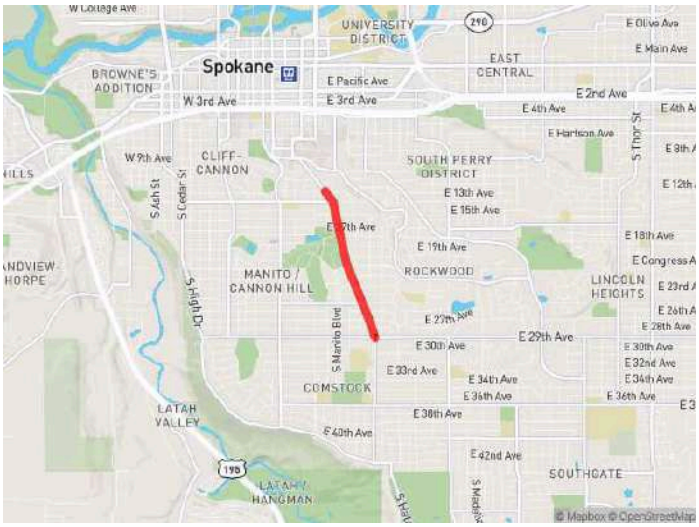
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	BR	$0	$1,193,000	$0	$0	$0	$0	$1,193,000
↳	Construction	Local	$0	$186,191	$0	$0	$0	$0	$186,191
	Total Construction		$0	$1,379,191	$0	$0	$0	$0	$1,379,191
	Total Programmed		$0	$1,379,191	$0	$0	$0	$0	$1,379,191

Funding Changes:	BR
Funding Changes:	- Decrease funds in FY 2026 in PE from $232,000 to $0
Federal Project Cost:	Decreased from $1,425,000 to $1,193,000 (-16.28%)
Total Project Cost:	Decreased from $1,611,191 to $1,379,191 (-14.40%)

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.

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



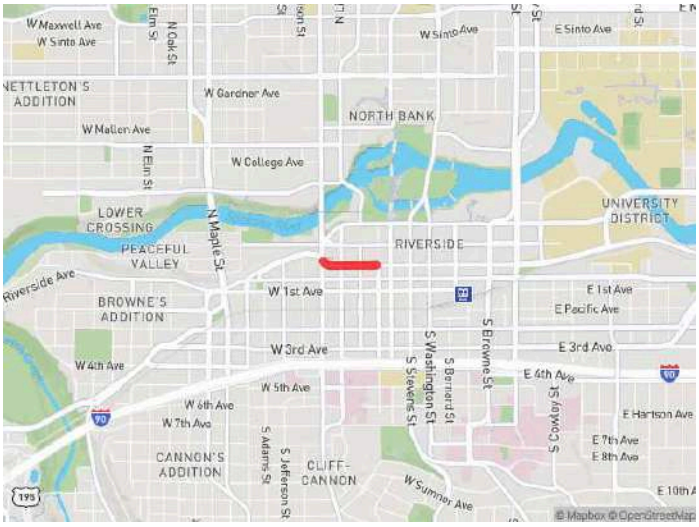
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Local	$0	$70,000	$0	$0	$0	$0	$70,000
Total Preliminary Engineering		$0	$70,000	$0	$0	$0	$0	$70,000
Construction	Local	$0	$2,490,000	$0	$0	$0	$0	$2,490,000
Total Construction		$0	$2,490,000	$0	$0	$0	$0	$2,490,000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

Federal Project Cost:	Stays the same $0
Total Project Cost:	Stays the same $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



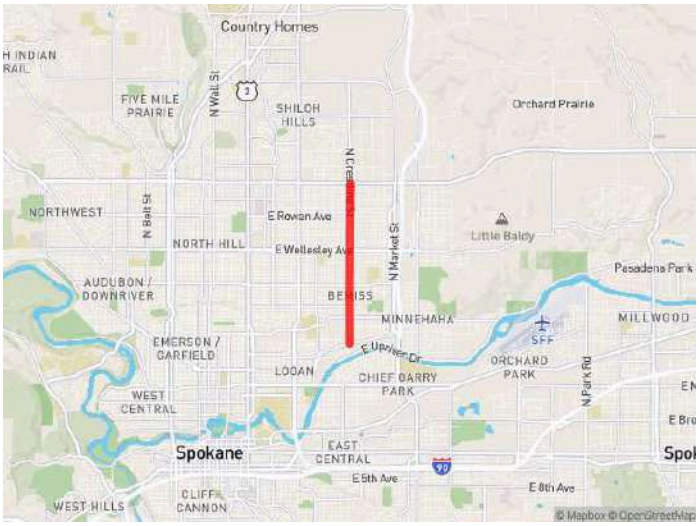
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$689,000	$0	$0	$0	$0	$689,000
↳	Construction	Local	$0	$924,000	$0	$0	$0	$0	$924,000
	Total Construction		$0	$1,613,000	$0	$0	$0	$0	$1,613,000
	Total Programmed		$0	$1,613,000	$0	$0	$0	$0	$1,613,000

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in CN from $689,000 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $689,000
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $924,000 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $924,000
Federal Project Cost:	Stays the same $689,000
Total Project Cost:	Stays the same $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



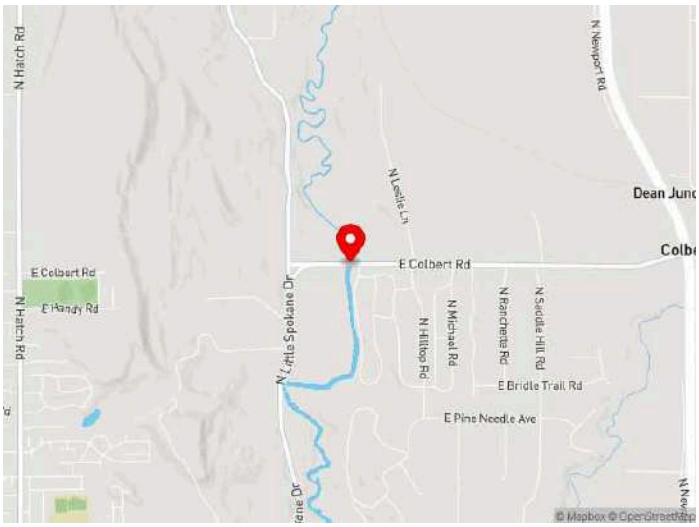
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$1,228,000	$0	$0	$0	$0	$1,228,000
↳	Construction	Local	$0	$1,210,000	$0	$0	$0	$0	$1,210,000
	Total Construction		$0	$2,438,000	$0	$0	$0	$0	$2,438,000
	Total Programmed		$0	$2,438,000	$0	$0	$0	$0	$2,438,000

Federal Project Cost:	Stays the same $1,228,000
Total Project Cost:	Stays the same $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



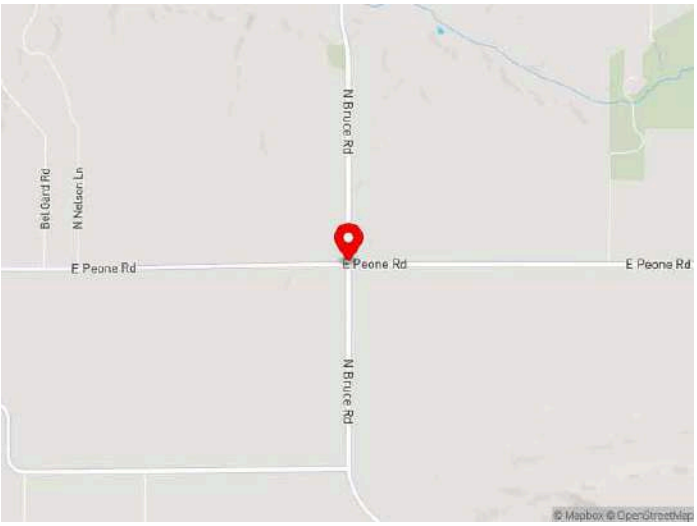
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	BR	$0	$0	$4,079,000	$0	$0	$0	$4,079,000
↳	Construction	Local	$0	$0	$636,630	$0	$0	$0	$636,630
	Total Construction		$0	$0	$4,715,630	$0	$0	$0	$4,715,630
	Total Programmed		$0	$0	$4,715,630	$0	$0	$0	$4,715,630

Funding Changes:	BR
Funding Changes:	- Decrease funds in FY 2026 in RW from $92,000 to $0
Federal Project Cost:	Decreased from $4,171,000 to $4,079,000 (-2.21%)
Total Project Cost:	Decreased from $4,807,630 to $4,715,630 (-1.91%)

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



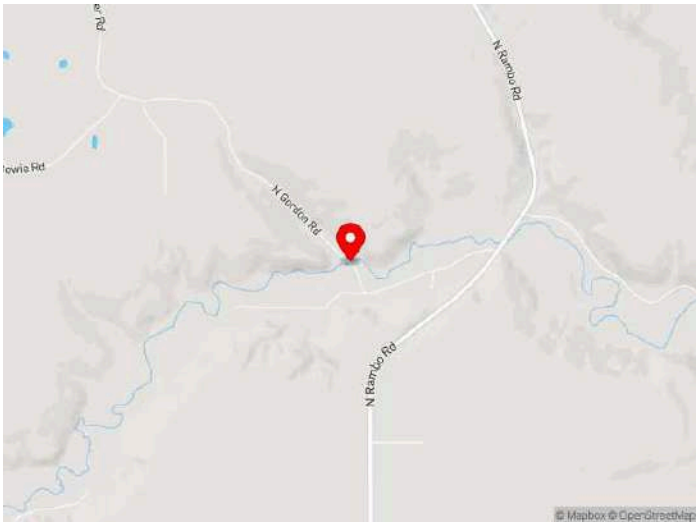
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	HSIP	$0	$179,000	$0	$0	$0	$0	$179,000
Total Right of Way		$0	$179,000	$0	$0	$0	$0	$179,000
Construction	HSIP	$0	$1,424,000	$0	$0	$0	$0	$1,424,000
Total Construction		$0	$1,424,000	$0	$0	$0	$0	$1,424,000
Total Programmed		$0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

Funding Changes:	HSIP
Funding Changes:	- Decrease funds in FY 2026 in RW from $179,000 to $0
Funding Changes:	- Decrease funds in FY 2026 in CN from $1,424,000 to $0
Funding Changes:	+ Increase funds in FY 2027 in RW from $0 to $179,000
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $1,424,000
Federal Project Cost:	Stays the same $1,603,000
Total Project Cost:	Stays the same $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



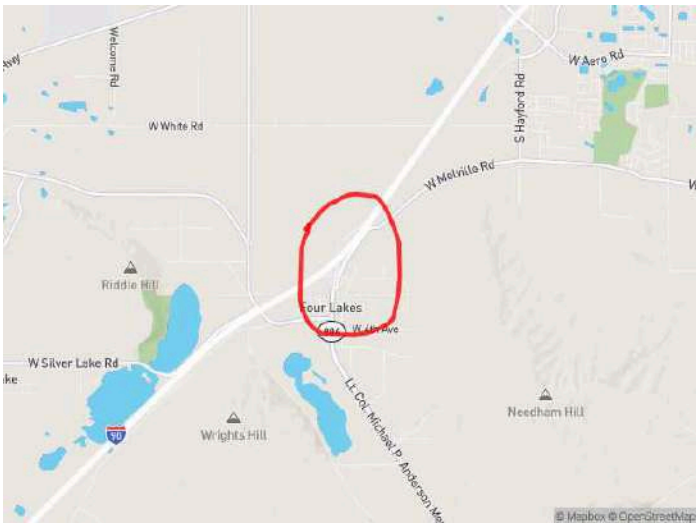
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	BR	$0	$2,333,600	$0	$0	$0	$0	$2,333,600
↳	Construction	Local	$0	$364,200	$0	$0	$0	$0	$364,200
	Total Construction		$0	$2,697,800	$0	$0	$0	$0	$2,697,800
	Total Programmed		$0	$2,697,800	$0	$0	$0	$0	$2,697,800

Funding Changes:	N/A
Federal Project Cost:	Stays the same $2,333,600
Total Project Cost:	Stays the same $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



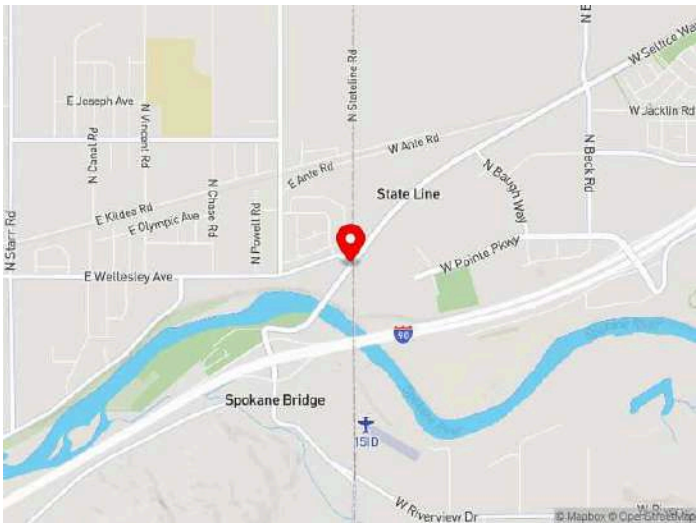
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Preliminary Engineering	DEMO	$0	$4,500,000	$0	$0	$0	$0	$4,500,000
↳	Preliminary Engineering	Local	$0	$702,312	$0	$0	$0	$0	$702,312
	Total Preliminary Engineering		$0	$5,202,312	$0	$0	$0	$0	$5,202,312
	Total Programmed		$0	$5,202,312	$0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

Funding Changes:	N/A
Federal Project Cost:	Stays the same $4,500,000
Total Project Cost:	Stays the same $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



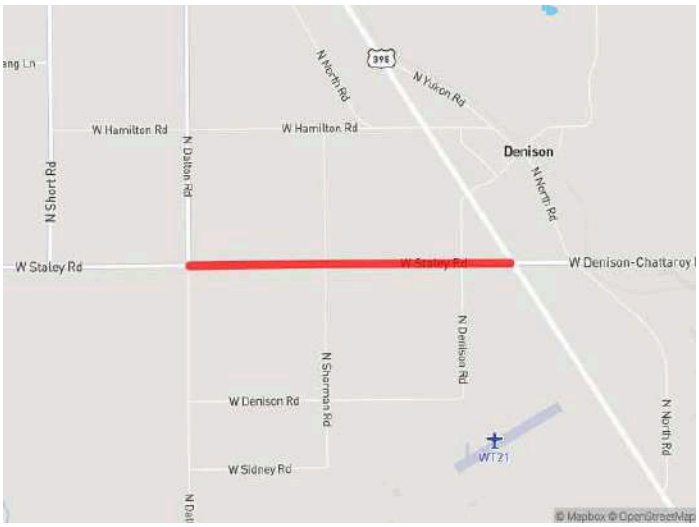
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	HSIP	$0	$910,000	$0	$0	$0	$0	$910,000
↳	Construction	Local	$0	$410,000	$0	$0	$0	$0	$410,000
	Total Construction		$0	$1,320,000	$0	$0	$0	$0	$1,320,000
	Total Programmed		$0	$1,320,000	$0	$0	$0	$0	$1,320,000

Funding Changes:	N/A
Federal Project Cost:	Stays the same $910,000
Total Project Cost:	Stays the same $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



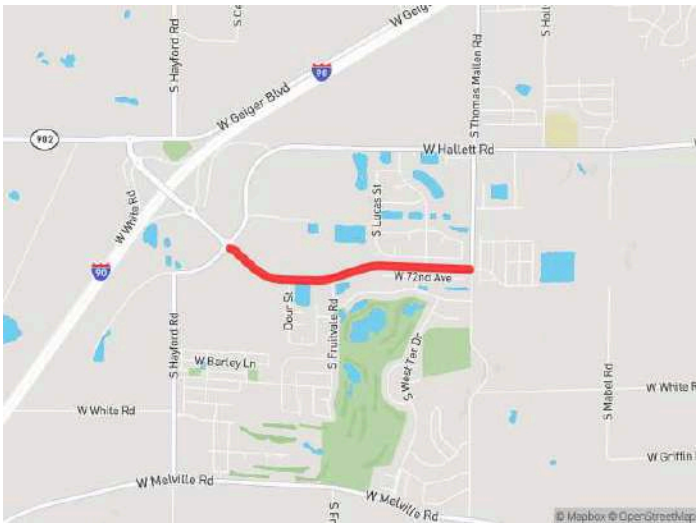
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(R)	$0	$0	$1,177,000	$0	$0	$0	$1,177,000
↳	Construction	Local	$0	$0	$184,000	$0	$0	$0	$184,000
	Total Construction		$0	$0	$1,361,000	$0	$0	$0	$1,361,000
	Total Programmed		$0	$0	$1,361,000	$0	$0	$0	$1,361,000

Funding Changes:	STBG(R)
Funding Changes:	- Decrease funds in FY 2026 in PE from $173,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $27,000 to $0
Federal Project Cost:	Decreased from $1,350,000 to $1,177,000 (-12.81%)
Total Project Cost:	Decreased from $1,561,000 to $1,361,000 (-12.81%)

SRTC-1109 - Aero Road Preservation - Westbow Road to Thomas Mallen Road

Grind and inlay preservation project and sidewalk infill.

WSDOT ID:	C3346
Lead Agency:	Spokane Co.
Project Type:	Preservation - Overlays & Sealers
Total Cost:	$1,654,000
Begin Termini:	MP 0.21
End Termini:	MP 1.12
Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):	1,839,000



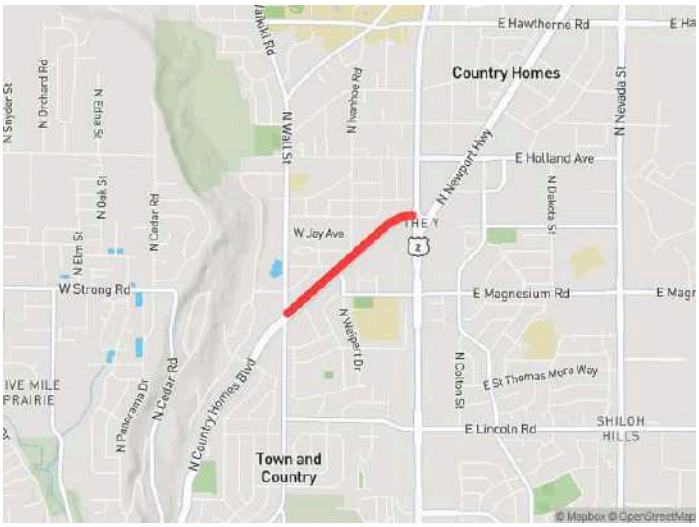
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$0	$1,230,000	$0	$0	$0	$1,230,000
↳	Construction	Local	$0	$0	$424,000	$0	$0	$0	$424,000
	Total Construction		$0	$0	$1,654,000	$0	$0	$0	$1,654,000
	Total Programmed		$0	$0	$1,654,000	$0	$0	$0	$1,654,000

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in PE from $120,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $65,000 to $0
Federal Project Cost:	Decreased from $1,350,000 to $1,230,000 (-8.89%)
Total Project Cost:	Decreased from $1,839,000 to $1,654,000 (-10.06%)

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

Funding Changes:	NHPP
Funding Changes:	- Decrease funds in FY 2026 in PE from $219,000 to $0
Federal Project Cost:	Decreased from $2,259,000 to $2,040,000 (-9.69%)
Total Project Cost:	Decreased from $2,259,000 to $2,040,000 (-9.69%)

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

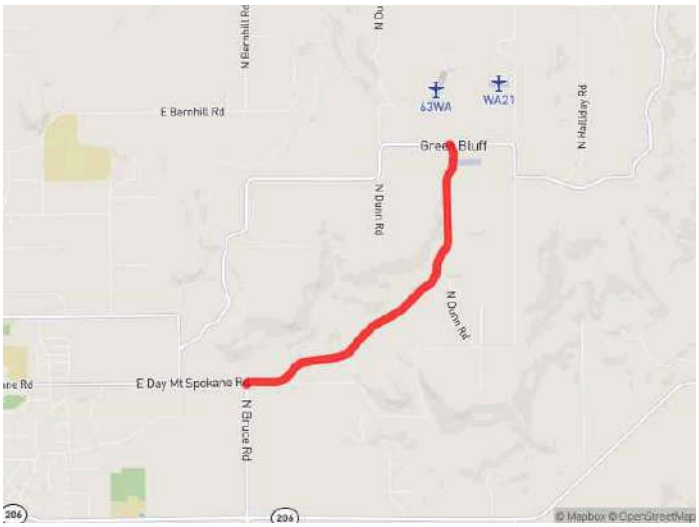
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	CMAQ	$0	$326,853	$0	$0	$0	$0	$326,853
Planning	STBG(UL)	$0	$0	$326,854	$326,854	$0	$0	$653,708
Planning	WSDOT	$0	$56,713	$56,713	$56,713	$0	$0	$170,139
Total Planning		$0	$383,566	$383,567	$383,567	$0	$0	$1,150,700
Total Programmed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

Funding Changes:	CRP(UL)
Funding Changes:	- Decrease funds in FY 2027 in PL from $326,853 to $0
Funding Changes:	- Decrease funds in FY 2028 in PL from $326,854 to $0
Funding Changes:	CMAQ
Funding Changes:	+ Increase funds in FY 2027 in PL from $0 to $326,853
Funding Changes:	- Decrease funds in FY 2029 in PL from $326,854 to $0
Funding Changes:	STBG(UL)
Funding Changes:	+ Increase funds in FY 2028 in PL from $0 to $326,854
Funding Changes:	+ Increase funds in FY 2029 in PL from $0 to $326,854
Federal Project Cost:	Stays the same $980,561
Total Project Cost:	Stays the same $1,150,700

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

Install/upgrade guardrail and remove trees at spot locations.

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

Funding Changes:	N/A
Federal Project Cost:	Stays the same $1,051,000
Total Project Cost:	Stays the same $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

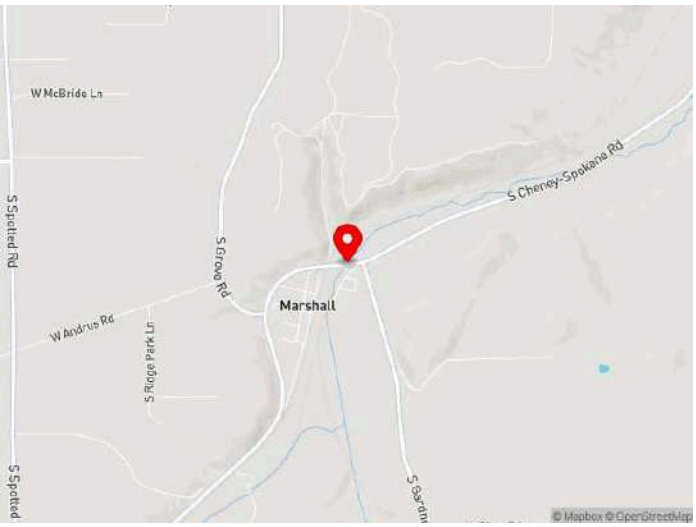
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	HSIP	$0	$24,000	$0	$0	$0	$0	$24,000
Total Right of Way		$0	$24,000	$0	$0	$0	$0	$24,000
Construction	HSIP	$0	$0	$1,068,000	$0	$0	$0	$1,068,000
Total Construction		$0	$0	$1,068,000	$0	$0	$0	$1,068,000
Total Programmed		$0	$24,000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

Funding Changes:	HSIP
Funding Changes:	- Decrease funds in FY 2026 in PE from $189,000 to $0
Federal Project Cost:	Decreased from $1,281,000 to $1,092,000 (-14.75%)
Total Project Cost:	Decreased from $1,281,000 to $1,092,000 (-14.75%)

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



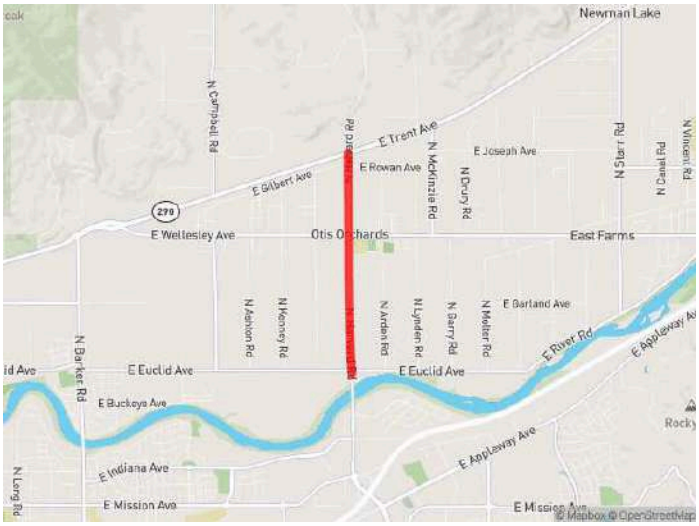
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	BR	$0	$0	$0	$3,899,312	$0	$0	$3,899,312
↳	Construction	Local	$0	$0	$0	$608,563	$0	$0	$608,563
	Total Construction		$0	$0	$0	$4,507,875	$0	$0	$4,507,875
	Total Programmed		$0	$0	$0	$4,507,875	$0	$0	$4,507,875

Funding Changes:	BR
Funding Changes:	- Decrease funds in FY 2026 in PE from $678,125 to $0
Federal Project Cost:	Decreased from $4,577,437 to $3,899,312 (-14.81%)
Total Project Cost:	Decreased from $5,186,000 to $4,507,875 (-13.08%)

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



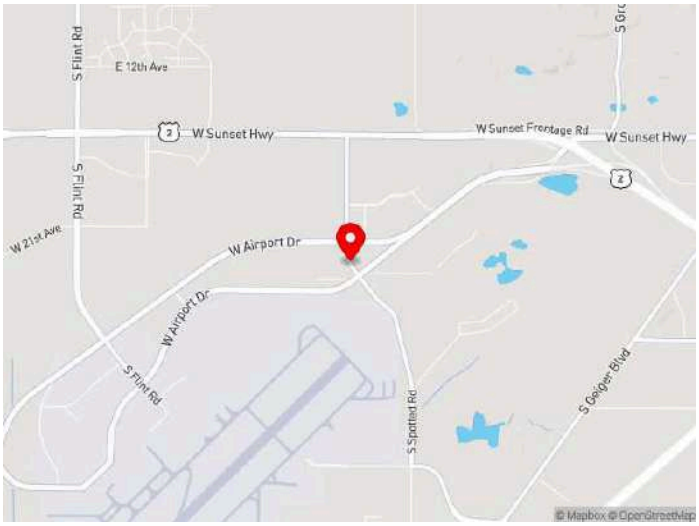
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	CMAQ	$0	$3,210,000	$0	$0	$0	$0	$3,210,000
↳	Construction	Local	$0	$433,350	$0	$0	$0	$0	$433,350
	Construction	CMAQ	$0	$0	$484,945	$0	$0	$0	$484,945
↳	Construction	Local	$0	$0	$75,685	$0	$0	$0	$75,685
	Construction	HSIP	$0	$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

Funding Changes:	CMAQ
Funding Changes:	+ Increase funds in FY 2027 in CN from $1,605,000 to $3,210,000
Funding Changes:	- Decrease funds in FY 2027 in CN from $1,605,000 to $0
Funding Changes:	+ Increase funds in FY 2028 in CN from $419,478 to $484,945
Funding Changes:	Local
Funding Changes:	+ Increase funds in FY 2027 in CN from $216,675 to $433,350
Funding Changes:	- Decrease funds in FY 2027 in CN from $216,675 to $0
Funding Changes:	+ Increase funds in FY 2028 in CN from $65,467 to $75,685
Federal Project Cost:	Increased from $4,129,478 to $4,194,945 (1.59%)
Total Project Cost:	Increased from $4,628,295 to $4,703,980 (1.64%)

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:	$31,000,000
Begin Termini:	Airport Dr
End Termini:	Flightline Blvd
Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):	37,217,324



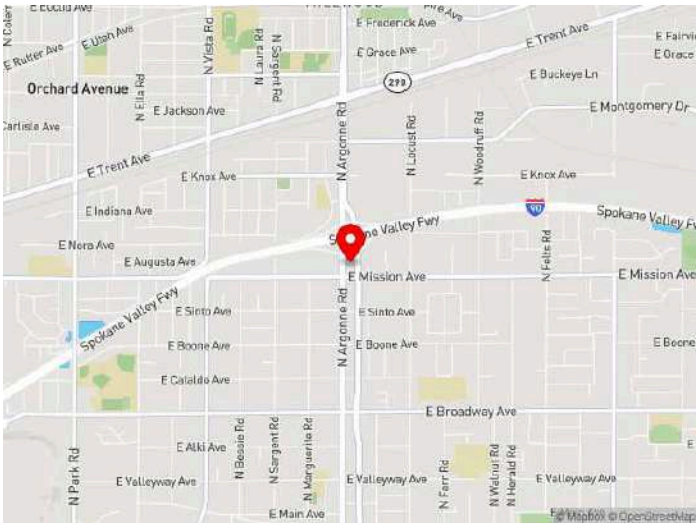
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	RAISE	$0	$22,800,000	$0	$0	$0	$0	$22,800,000
↳	Construction	Local	$0	$8,200,000	$0	$0	$0	$0	$8,200,000
	Total Construction		$0	$31,000,000	$0	$0	$0	$0	$31,000,000
	Total Programmed		$0	$31,000,000	$0	$0	$0	$0	$31,000,000

Funding Changes:	RAISE
Funding Changes:	- Decrease funds in FY 2026 in CN from $8,000,000 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $14,800,000 to $22,800,000
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $3,000,000 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $5,200,000 to $8,200,000
Federal Project Cost:	Stays the same $22,800,000
Total Project Cost:	Stays the same $31,000,000

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.

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

Funding Changes:	CMAQ
Funding Changes:	- Decrease funds in FY 2026 in CN from $1,200,000 to $0
Funding Changes:	WSDOT
Funding Changes:	- Decrease funds in FY 2026 in CN from $500,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $2,000,000 to $0
Federal Project Cost:	Decreased from $1,200,000 to $0 (-100%)
Total Project Cost:	Decreased from $13,700,000 to $10,000,000 (-27.01%)

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

Funding Changes:	5307
Funding Changes:	- Decrease funds in FY 2026 in CN from $13,701,450 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $3,425,363 to $0
Federal Project Cost:	Decreased from $98,835,893 to $85,134,443 (-13.86%)
Total Project Cost:	Decreased from $123,544,867 to $106,418,054 (-13.86%)

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

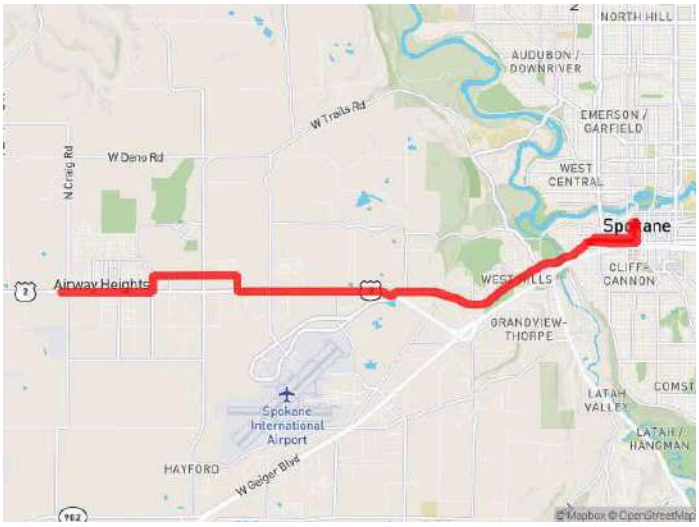
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	5310	$0	$0	$729,043	$0	$0	$0	$729,043
↳	Construction	Local	$0	$0	$428,313	$0	$0	$0	$428,313
	Construction	5310	$0	$721,825	$0	$0	$0	$0	$721,825
↳	Construction	Local	$0	$424,072	$0	$0	$0	$0	$424,072
	Construction	5310	$0	$0	$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

Funding Changes:	5310
Funding Changes:	- Decrease funds in FY 2026 in CN from $1,351,430 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $793,965 to $0
Federal Project Cost:	Decreased from $5,026,026 to $3,674,596 (-26.89%)
Total Project Cost:	Decreased from $7,978,816 to $5,833,421 (-26.89%)

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



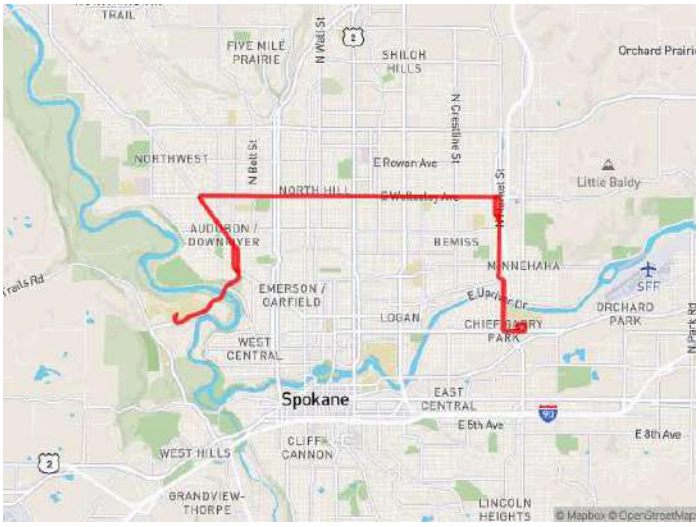
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Preliminary Engineering	CMAQ	$0	$0	$0	$550,000	$0	$0	$550,000
↳	Preliminary Engineering	Local	$0	$0	$0	$300,000	$0	$0	$300,000
	Total Preliminary Engineering		$0	$0	$0	$850,000	$0	$0	$850,000
	Total Programmed		$0	$0	$0	$850,000	$0	$0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

Funding Changes:	5307
Funding Changes:	- Decrease funds in FY 2029 in PE from $550,000 to $0
Funding Changes:	CMAQ
Funding Changes:	+ Increase funds in FY 2029 in PE from $0 to $550,000
Federal Project Cost:	Stays the same $550,000
Total Project Cost:	Stays the same $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

Funding Changes:	5307
Funding Changes:	- Decrease funds in FY 2026 in PE from $630,000 to $0
Funding Changes:	- Decrease funds in FY 2027 in PE from $630,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $340,000 to $0
Funding Changes:	CMAQ
Funding Changes:	+ Increase funds in FY 2027 in PE from $0 to $630,000
Federal Project Cost:	Decreased from $1,260,000 to $630,000 (-50.0%)
Total Project Cost:	Decreased from $1,940,000 to $970,000 (-50.0%)

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

Funding Changes:	N/A
Federal Project Cost:	Stays the same $1,920,000
Total Project Cost:	Stays the same $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

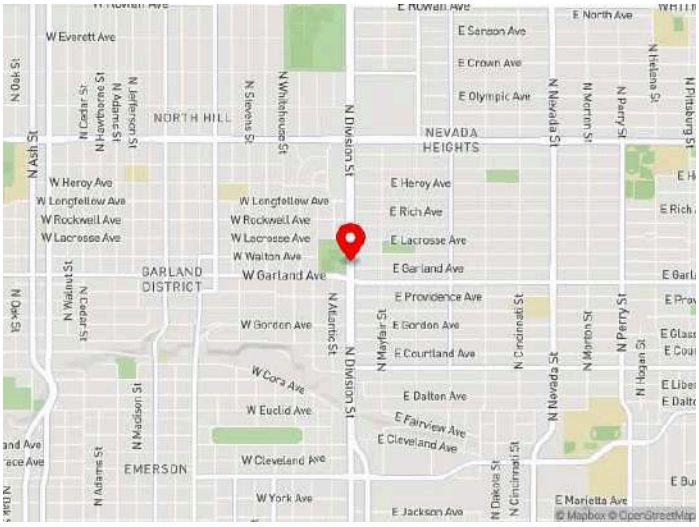
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	5339	$0	$0	$1,315,825	$0	$0	$0	$1,315,825
↳	Construction	Local	$0	$0	$232,204	$0	$0	$0	$232,204
	Construction	5339	$0	$2,498,051	$0	$0	$0	$0	$2,498,051
↳	Construction	Local	$0	$440,833	$0	$0	$0	$0	$440,833
	Construction	5339	$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

Funding Changes:	5339
Funding Changes:	- Decrease funds in FY 2026 in CN from $2,367,715 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in CN from $417,832 to $0
Federal Project Cost:	Decreased from $11,577,796 to $9,210,081 (-20.45%)
Total Project Cost:	Decreased from $13,620,937 to $10,835,390 (-20.45%)

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	$0	$23,625,640
↳	All	Local	$0	$0	$0	$0	$15,704,422	$0	$15,704,422
↳	All	WSDOT	$0	$0	$0	$0	$769,000	$0	$769,000
	All	5309	$0	$0	$21,750,000	$0	$0	$0	$21,750,000
↳	All	Local	$0	$0	$2,500,000	$0	$0	$0	$2,500,000
↳	All	WSDOT	$0	$0	$14,000,000	$0	$0	$0	$14,000,000
	All	5309	$0	$0	$0	$35,874,360	$0	$0	$35,874,360
↳	All	Local	$0	$0	$0	$16,624,360	$0	$0	$16,624,360
↳	All	WSDOT	$0	$0	$0	$16,000,000	$0	$0	$16,000,000
	All	5309	$0	$0	$0	$0	$0	$750,000	$750,000
↳	All	Local	$0	$0	$0	$0	$0	$700,000	$700,000
↳	All	WSDOT	$0	$0	$0	$0	$0	$5,500,000	$5,500,000
	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

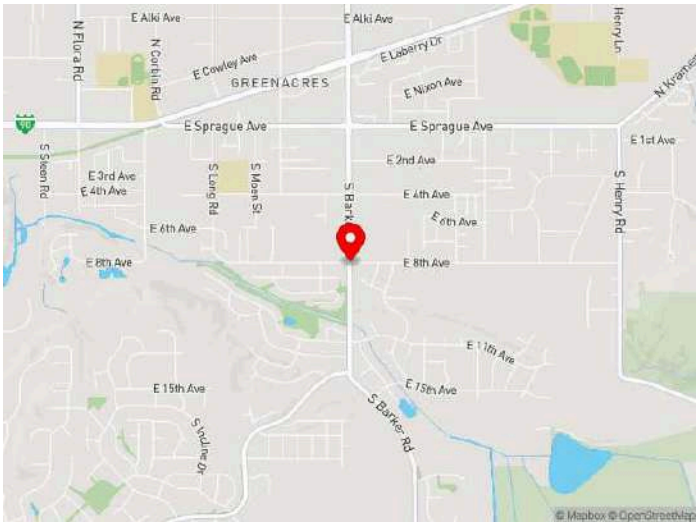
Funding Changes:	WSDOT
Funding Changes:	- Decrease funds in FY 2026 in ALL from $3,300,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in ALL from $2,988,109 to $0
Funding Changes:	5309(CIG)
Funding Changes:	- Decrease funds in FY 2028 in ALL from $21,750,000 to $0
Funding Changes:	- Decrease funds in FY 2029 in ALL from $35,874,360 to $0
Funding Changes:	5309
Funding Changes:	+ Increase funds in FY 2028 in ALL from $0 to $21,750,000
Funding Changes:	+ Increase funds in FY 2029 in ALL from $0 to $35,874,360
Federal Project Cost:	Stays the same $82,000,000

Total Project Cost:	Decreased from $166,877,147 to $160,589,038 (-3.77%)

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



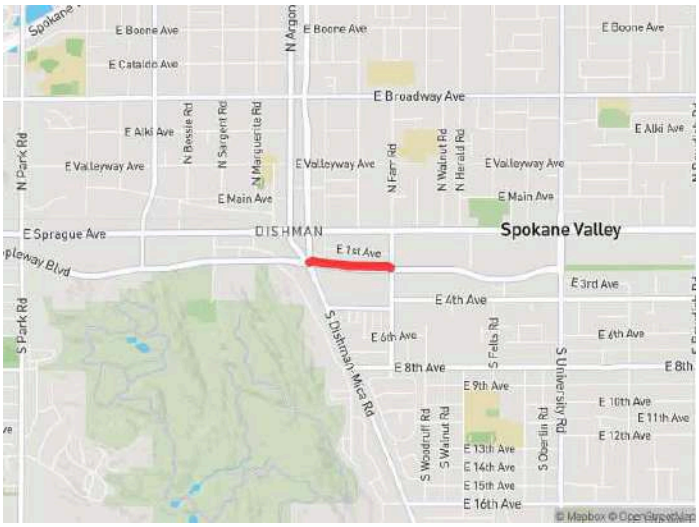
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	HSIP	$0	$1,430,000	$0	$0	$0	$0	$1,430,000
Construction	Ped/Bike Program	$0	$1,665,000	$0	$0	$0	$0	$1,665,000
Total Construction		$0	$3,095,000	$0	$0	$0	$0	$3,095,000
Total Programmed		$0	$3,095,000	$0	$0	$0	$0	$3,095,000

Funding Changes:	N/A
Federal Project Cost:	Stays the same $1,430,000
Total Project Cost:	Stays the same $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



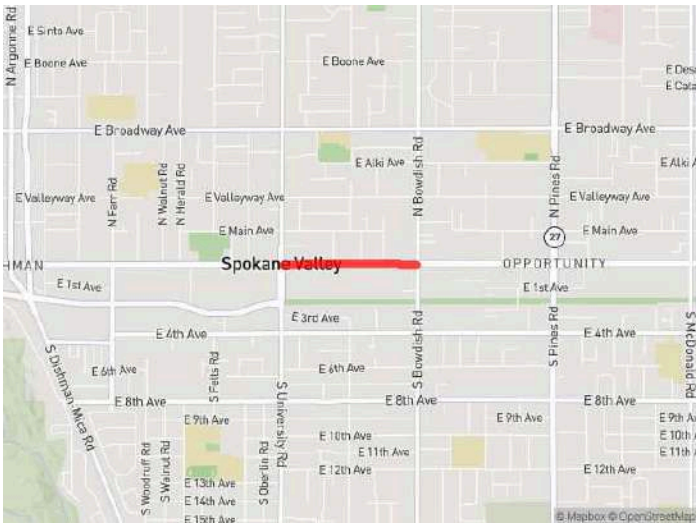
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG(UL)	$0	$575,000	$0	$0	$0	$0	$575,000
↳	Construction	Local	$0	$424,491	$0	$0	$0	$0	$424,491
	Construction	TA(UL)	$0	$264,766	$0	$0	$0	$0	$264,766
↳	Construction	Local	$0	$35,743	$0	$0	$0	$0	$35,743
	Total Construction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

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2026 in PE from $90,825 to $0
Funding Changes:	- Decrease funds in FY 2027 in CN from $839,766 to $575,000
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $14,175 to $0
Funding Changes:	- Decrease funds in FY 2027 in CN from $460,234 to $424,491
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $35,743
Funding Changes:	TA(UL)
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $264,766
Federal Project Cost:	Decreased from $930,591 to $839,766 (-9.76%)
Total Project Cost:	Decreased from $1,405,000 to $1,300,000 (-7.47%)

SRTC-1123 - Sprague Preservation (Phase 2 - University to Bowdish)

Pavement preservation with locations of full depth patching.

WSDOT ID:	WA-16698
Lead Agency:	Spokane Valley
Project Type:	Preservation - Overlays & Sealers
Total Cost:	$2,192,156
Begin Termini:	University Road
End Termini:	Bowdish Road
Total Estimated Cost of Project - All Phases/All Funds (Planned and Secured):	2,367,156



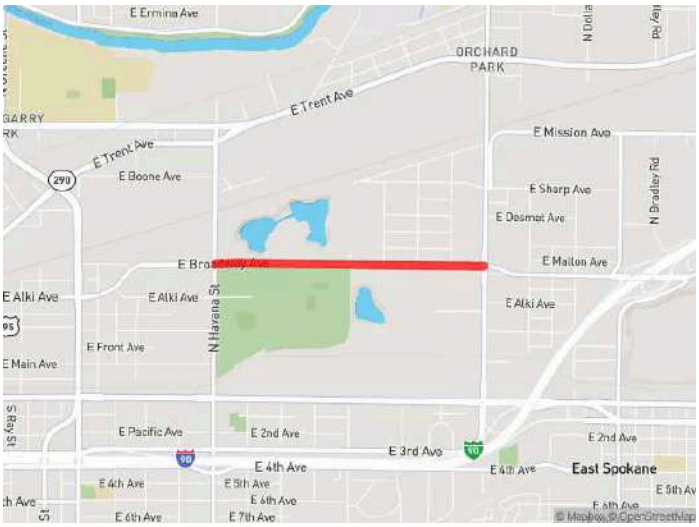
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Right of Way	STBG(UL)	$0	$69,200	$0	$0	$0	$0	$69,200
↳	Right of Way	Local	$0	$10,800	$0	$0	$0	$0	$10,800
	Total Right of Way		$0	$80,000	$0	$0	$0	$0	$80,000
	Construction	STBG(UL)	$0	$0	$1,198,931	$0	$0	$0	$1,198,931
↳	Construction	Local	$0	$0	$913,225	$0	$0	$0	$913,225
	Total Construction		$0	$0	$2,112,156	$0	$0	$0	$2,112,156
	Total Programmed		$0	$80,000	$2,112,156	$0	$0	$0	$2,192,156

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2027 in PE from $81,869 to $0
Funding Changes:	+ Increase funds in FY 2027 in RW from $0 to $69,200
Funding Changes:	- Decrease funds in FY 2028 in RW from $69,200 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2027 in PE from $12,777 to $0
Funding Changes:	+ Increase funds in FY 2027 in RW from $0 to $10,800
Funding Changes:	- Decrease funds in FY 2028 in RW from $10,800 to $0
Federal Project Cost:	Decreased from $1,350,000 to $1,268,131 (-6.06%)
Total Project Cost:	Decreased from $2,286,802 to $2,192,156 (-4.14%)

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



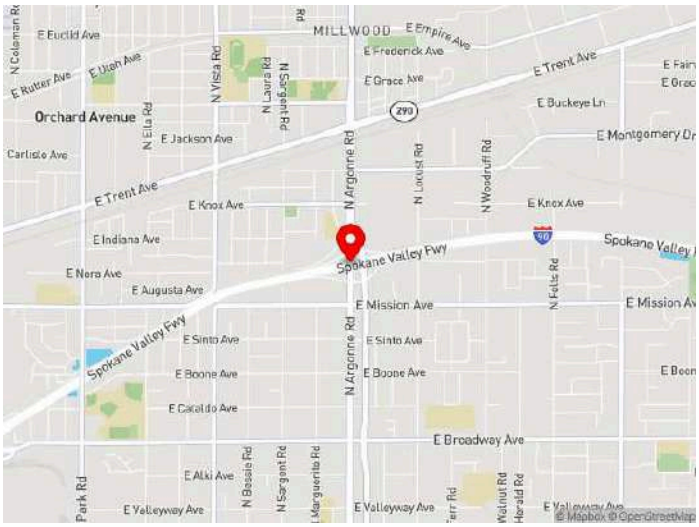
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	NHPP	$0	$3,500,000	$0	$0	$0	$0	$3,500,000
↳	Construction	Local	$0	$825,000	$0	$0	$0	$0	$825,000
	Total Construction		$0	$4,325,000	$0	$0	$0	$0	$4,325,000
	Total Programmed		$0	$4,325,000	$0	$0	$0	$0	$4,325,000

Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in RW from $50,000 to $0
Federal Project Cost:	Stays the same $3,500,000
Total Project Cost:	Decreased from $4,375,000 to $4,325,000 (-1.14%)

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



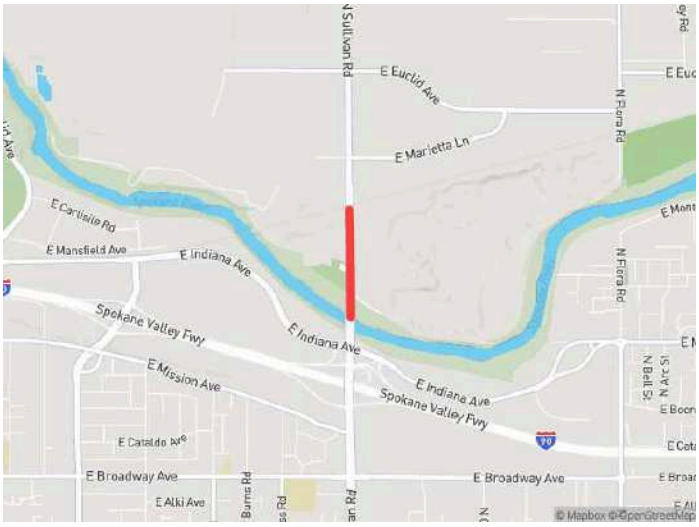
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	Local	$0	$1,000	$0	$0	$0	$0	$1,000
Total Right of Way		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

Funding Changes:	Freight Mobility
Funding Changes:	- Decrease funds in FY 2026 in PE from $2,000,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in PE from $4,429 to $0
Federal Project Cost:	Stays the same $0
Total Project Cost:	Decreased from $2,005,429 to $1,000 (-99.95%)

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



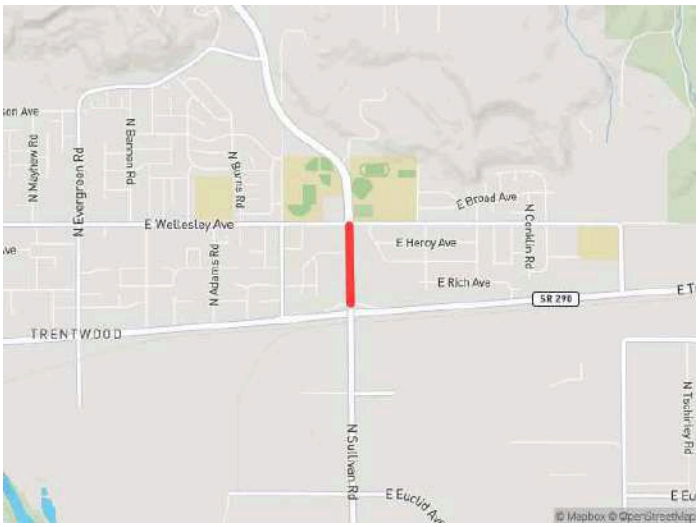
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	Local	$0	$130,000	$0	$0	$0	$0	$130,000
Total Preliminary Engineering		$0	$130,000	$0	$0	$0	$0	$130,000
Construction	Local	$0	$1,300,000	$0	$0	$0	$0	$1,300,000
Total Construction		$0	$1,300,000	$0	$0	$0	$0	$1,300,000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

Funding Changes:	N/A
Federal Project Cost:	Stays the same $0
Total Project Cost:	Stays the same $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



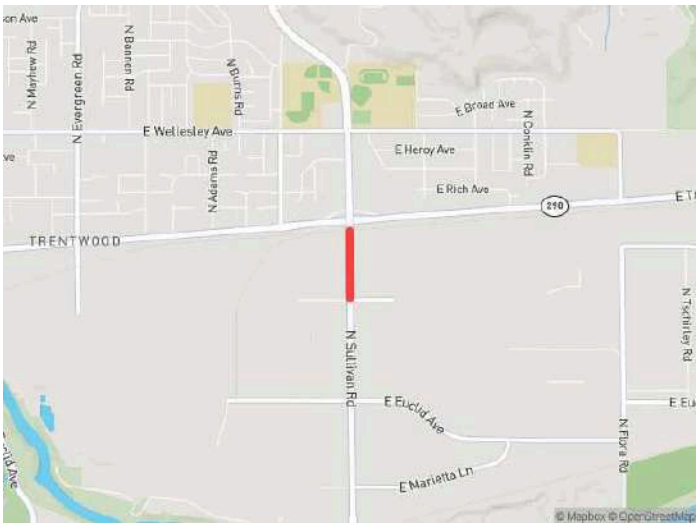
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Construction	STBG	$0	$0	$1,903,000	$0	$0	$0	$1,903,000
↳	Construction	Local	$0	$0	$297,000	$0	$0	$0	$297,000
	Total Construction		$0	$0	$2,200,000	$0	$0	$0	$2,200,000
	Total Programmed		$0	$0	$2,200,000	$0	$0	$0	$2,200,000

Funding Changes:	DEMO
Funding Changes:	- Decrease funds in FY 2026 in RW from $1,038,000 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in RW from $162,000 to $0
Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2028 in CN from $1,903,000 to $0
Funding Changes:	STBG
Funding Changes:	+ Increase funds in FY 2028 in CN from $0 to $1,903,000
Federal Project Cost:	Decreased from $2,941,000 to $1,903,000 (-35.29%)
Total Project Cost:	Decreased from $3,400,000 to $2,200,000 (-35.29%)

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

Funding Changes:	DEMO
Funding Changes:	- Decrease funds in FY 2026 in RW from $432,500 to $0
Funding Changes:	Local
Funding Changes:	- Decrease funds in FY 2026 in RW from $67,500 to $0
Federal Project Cost:	Decreased from $2,422,000 to $1,989,500 (-17.86%)
Total Project Cost:	Decreased from $2,800,000 to $2,300,000 (-17.86%)

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

Funding Changes:	N/A
Federal Project Cost:	Stays the same $1,000,000
Total Project Cost:	Stays the same $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

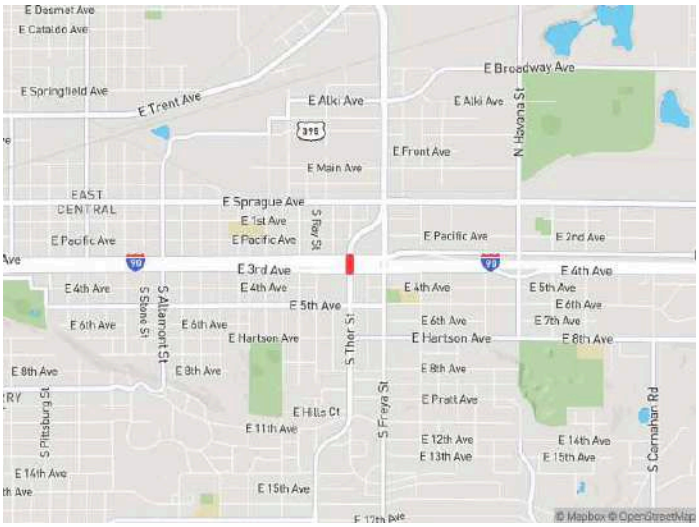
	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Planning	STBG(UL)	$0	$800,000	$0	$0	$0	$0	$800,000
↳	Planning	Local	$0	$124,856	$0	$0	$0	$0	$124,856
	Total Planning		$0	$924,856	$0	$0	$0	$0	$924,856
	Total Programmed		$0	$924,856	$0	$0	$0	$0	$924,856

Funding Changes:	N/A
Federal Project Cost:	Stays the same $800,000
Total Project Cost:	Stays the same $924,856

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

Rehabilitate the deck of Bridge 90/568

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

Funding Changes:	NHPP
Funding Changes:	- Decrease funds in FY 2026 in PE from $646,888 to $0
Funding Changes:	MVA
Funding Changes:	- Decrease funds in FY 2026 in PE from $26,954 to $0
Federal Project Cost:	Decreased from $3,788,706 to $3,141,818 (-17.07%)
Total Project Cost:	Decreased from $3,879,779 to $3,205,937 (-17.37%)

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

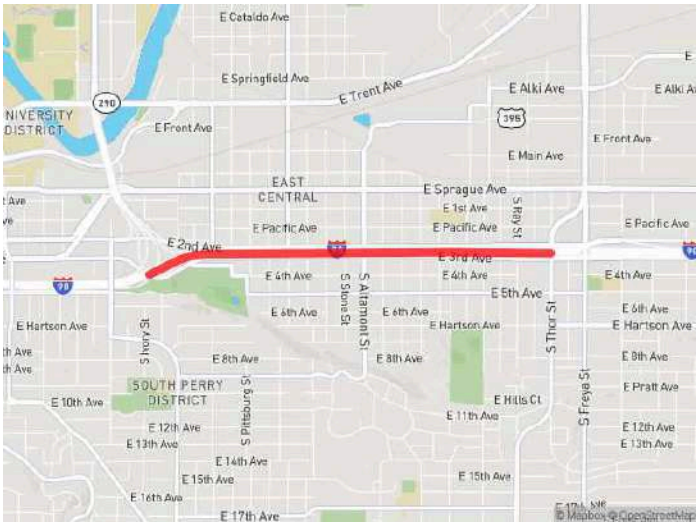
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	MVA	$0	$121,107	$0	$0	$0	$0	$121,107
Preliminary Engineering	STBG	$0	$374,255	$0	$0	$0	$0	$374,255
Total Preliminary Engineering		$0	$495,362	$0	$0	$0	$0	$495,362
Construction	MVA	$0	$955,231	$324,882	$0	$0	$0	$1,280,113
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

Funding Changes:	NHPP
Funding Changes:	- Decrease funds in FY 2026 in PE from $207,390 to $0
Funding Changes:	MVA
Funding Changes:	- Decrease funds in FY 2026 in PE from $290,806 to $0
Funding Changes:	- Decrease funds in FY 2026 in CN from $2,552,257 to $0
Funding Changes:	STBG
Funding Changes:	- Decrease funds in FY 2026 in CN from $483,012 to $0
Federal Project Cost:	Decreased from $17,308,767 to $16,618,365 (-3.99%)
Total Project Cost:	Decreased from $21,553,050 to $18,019,585 (-16.39%)

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.

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



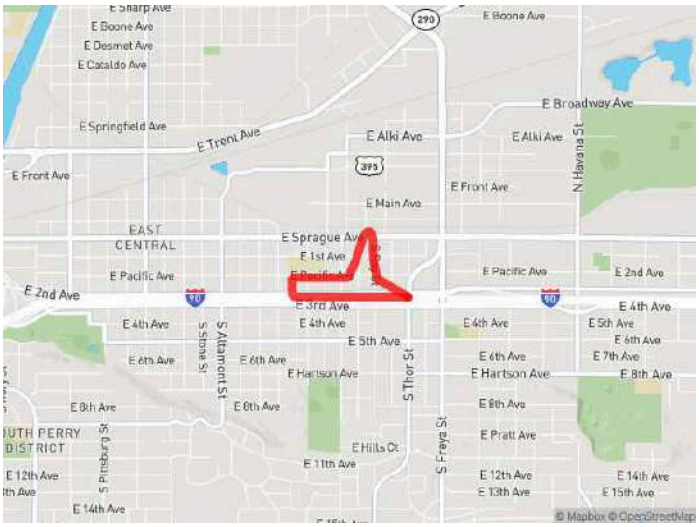
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	CWA	$0	$67,980,000	$0	$0	$0	$0	$67,980,000
Total Construction		$0	$67,980,000	$0	$0	$0	$0	$67,980,000
Total Programmed		$0	$67,980,000	$0	$0	$0	$0	$67,980,000

Funding Changes:	CWA
Funding Changes:	- Decrease funds in FY 2026 in CN from $67,980,000 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $67,980,000
Federal Project Cost:	Stays the same $0
Total Project Cost:	Stays the same $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.

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



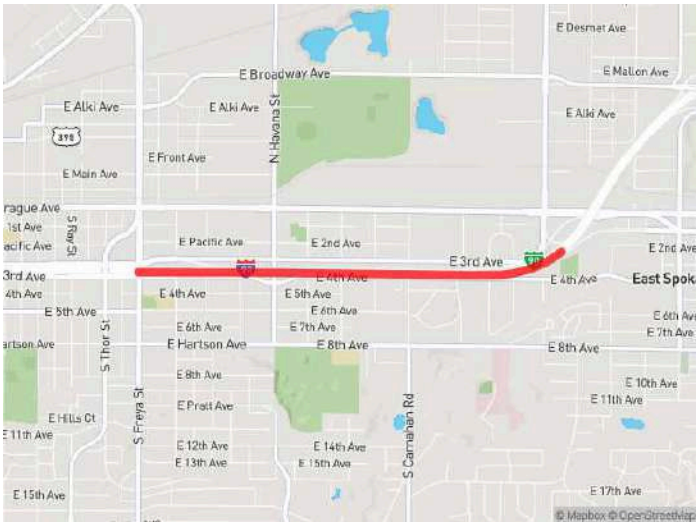
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	CWA	$0	$81,892,800	$0	$0	$0	$0	$81,892,800
Total Construction		$0	$81,892,800	$0	$0	$0	$0	$81,892,800
Total Programmed		$0	$81,892,800	$0	$0	$0	$0	$81,892,800

Funding Changes:	CWA
Funding Changes:	- Decrease funds in FY 2026 in CN from $81,892,800 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $81,892,800
Federal Project Cost:	Stays the same $0
Total Project Cost:	Stays the same $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



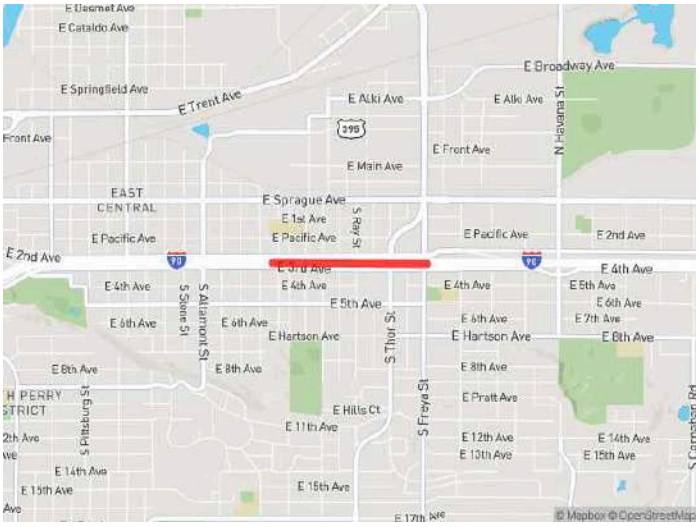
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	CWA	$0	$58,583,200	$0	$0	$0	$0	$58,583,200
Total Construction		$0	$58,583,200	$0	$0	$0	$0	$58,583,200
Total Programmed		$0	$58,583,200	$0	$0	$0	$0	$58,583,200

Funding Changes:	CWA
Funding Changes:	- Decrease funds in FY 2026 in CN from $58,583,200 to $0
Funding Changes:	+ Increase funds in FY 2027 in CN from $0 to $58,583,200
Federal Project Cost:	Stays the same $0
Total Project Cost:	Stays the same $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.

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

Funding Changes:	N/A
Federal Project Cost:	Stays the same $0
Total Project Cost:	Stays the same $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

Funding Changes:	STBG(UL)
Funding Changes:	- Decrease funds in FY 2027 in PE from $906,420 to $0
Funding Changes:	+ Increase funds in FY 2030 in PE from $0 to $906,420
Federal Project Cost:	Stays the same $2,784,670
Total Project Cost:	Stays the same $2,784,670