

2025 - 2028

Transportation

IMPROVEMENT PROGRAM

**SPOKANE REGIONAL
TRANSPORTATION COUNCIL**

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2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

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TITLE VI NOTICE TO THE PUBLIC

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RESOLUTION
of the BOARD of DIRECTORS of the
SPOKANE REGIONAL TRANSPORTATION COUNCIL
R-24-23

**APPROVING THE 2025-2028
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE SPOKANE METROPOLITAN PLANNING AREA**

WHEREAS, each Metropolitan Planning Organization (MPO) is required, under 49 U.S.C. 5303(j), to develop a Transportation Improvement Program (TIP) of transportation facilities, programs, and services to be completed in the metropolitan area; and

WHEREAS, 49 U.S.C. 5303(i) requires MPOs to develop a long-range intermodal, multimodal, and financially constrained transportation plan for each metropolitan area; and

WHEREAS, the Spokane Regional Transportation Council (SRTC Board) serves as the MPO for the Spokane Metropolitan Planning Area (SMPA); and as the Regional Transportation Planning Organization (RTPO) for Spokane County; and

WHEREAS, Horizon 2045 is the Metropolitan Transportation Plan (MTP) for the SMPA and the Regional Transportation Plan (RTP) for Spokane County; and

WHEREAS, Horizon 2045 was developed in accordance with federal metropolitan transportation planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

WHEREAS, Horizon 2045 has been determined to conform with Air Quality Plans; and

WHEREAS, Horizon 2045 has been approved by the SRTC Board; and

WHEREAS, the 2025-2028 TIP has been developed on the contents, goals and objectives of Horizon 2045; and

WHEREAS, the 2025-2028 TIP is consistent with Horizon 2045; and

WHEREAS, the 2025-2028 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 general public; and

WHEREAS, the draft 2025-2028 TIP document was made available for public review and provided a 30 day comment period; and

WHEREAS, the SRTC Board is responsible for approval of the TIP and the TIP must contain all federally-funded transportation projects in the SMPA prior to the distribution of funds to those projects; and

WHEREAS, the TIP must contain all regionally significant transportation projects in the SMPA requiring an action by the U.S. Department of Transportation, regardless of funding source, prior to the distribution of funds to those projects; and

WHEREAS, these projects must be included in the TIP before the funds can be used for these activities; and

WHEREAS, the SRTC Board is responsible for local approval of the Transportation Conformity for the 2025-2028 TIP.

NOW THEREFORE, BE IT RESOLVED by the SRTC Board that:

1. The 2025-2028 TIP for the SMPA is hereby approved.
2. The 2025-2028 TIP for the SMPA is hereby found to conform with the State Maintenance Plans for the Spokane CO and PM10 maintenance areas.
3. The Executive Director of SRTC is authorized to finalize and publish the 2025-2028 TIP and submit to WSDOT for inclusion in the State Transportation Improvement Program for transmittal to the appropriate agencies in the U.S. Department of Transportation.

PASSED and APPROVED this 10th day of October 2024 by the Spokane Regional Transportation Council Board of Directors.



Al French, Commissioner, Spokane County
Chair, SRTC Board of Directors

ATTEST



Angel Jackson, SRTC
Clerk of the Board

**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).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

MPO



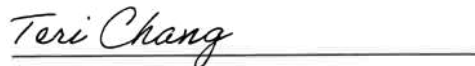
Signature

Lois Bollenback
Printed Name

EXECUTIVE DIRECTOR
Title

9/23/2024
Date

WSDOT



Signature

Teri Chang
Printed Name

Senior Transportation Planner
Title

October 1, 2024
Date

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 2045.

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, please see Appendix A.

TIP DEVELOPMENT PROCESS

Federal and State Regulations

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

- Include any projects with federal funding under 23 U.S.C. (Federal Highway Administration) and 49 U.S.C. Chapter 53 (Federal Transit Administration) and projects that are regionally significant. SRTC's definition for regionally significant can be found in the TIP Guidebook at www.srtc.org/tip.html. 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;
- 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;
- Certify that National Highway System (NHS) facilities are in adequate condition;
- 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 schedule 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. The next call for projects for the previously mentioned funding programs is slated for early 2025 and more detailed information will be published in the SRTC TIP Guidebook. SRTC is also responsible for selecting projects for federal Highway Infrastructure Program (HIP) funds when distributed from the state to SRTC.

Projects are selected by the SRTC Board of Directors through a competitive process designed to ensure that projects are prioritized consistent with the Guiding Principles which were used to develop the MTP.

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 2025-2028 TIP development. Documentation from the meetings is posted to the SRTC website (www.srtc.org) and social media platforms.

To review and discuss the 2025-2028 TIP, a hybrid in-person/online public meeting was held on Thursday, September 26 from 12:00pm-1:00pm. 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 09/01/2024 to 09/30/2024. Public comments received during the comment period are compiled and addressed in Appendix G. SRTC coordinated with member jurisdictions for the responses to each comment.

Coordination with Neighboring Agencies

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

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

TIP CONSISTENCY DETERMINATIONS

Metropolitan Transportation Plan

The current MTP, Horizon 2045 was approved by the SRTC Board of Directors in December 2021. 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 2045. The next scheduled update of the MTP will be in 2025.

Congestion Management Process

In 2014 the SRTC Board of Directors approved a 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. An update to the CMP is currently underway with a projected approval timeframe of December 2024.

The CMP has special significance in metropolitan areas with a population of 200,000 or more that are designated by the Environmental Protection Agency (EPA) as an air quality non-attainment or maintenance area. 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 was added to the TIP call for projects application and scoring process after development of the CMP.

For all regionally significant roadway projects that significantly increase SOV capacity, a CMP/Transportation

Improvement Program (TIP) Compliance Process ensures proper process before a project appears in the TIP. This process may require a Roadway Capacity Justification Report to explain to the SRTC Board the need for additional capacity and what least-cost planning efforts were considered before concluding that new lanes are necessary. This process is not limited to projects on the CMP network; it pertains to all regionally significant projects in the TIP.

SRTC is currently updating the CMP to incorporate new data and refresh its strategies to align with more recent SRTC planning efforts. This will include evaluating the CMP's current integration with the TIP and SRTC Calls for Projects.

Air Quality Conformity

On 08/29/2005 the Environmental Protection Agency (EPA) re-designated the Spokane area from nonattainment to attainment for carbon monoxide (CO) with an approved maintenance plan (70 FR 37269). On 08/30/2005, EPA re-designated the Spokane area from nonattainment to attainment for particulate matter-10 (PM₁₀) with an approved Limited Maintenance Plan (LMP) (70 FR 38029).

On 05/12/2016 the EPA approved the Second 10-year LMP for PM₁₀ effective until 8/30/25. The Second 10-year LMP for CO was approved August 15, 2016, effective until 8/29/25. These LMPs demonstrate the minimal risk that PM₁₀ and CO from motor vehicles would contribute to a PM₁₀ or CO violation. For this reason, no motor vehicle emission budget (MVEB) or paved road dust budget is established. While an area with an LMP does not need to do a regional emissions analysis, it still retains other conformity requirements as detailed in 40 CFR 93.109, such as consultation (40 CFR 93.112), timely implementation of transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

LMPs do not establish a MVEB because growth would need to exceed reasonable expectations to create a violation of the national ambient air quality standards (40 CFR 93.109(c)). As published in the PM₁₀ LMP Qualification Assessment, VMT was projected to grow by 36% over the ten-year period of 2000 to 2010, or 3.1% annually. Since the actual VMT annual growth rate of 1% included in Horizon 2045 is less than the 3.1% rate assumed in the PM₁₀ LMP, Horizon 2045 and the 2025-2028 TIP conform to the PM₁₀ LMP. Through the TIP consultation process with local, state and federal agencies, it was agreed that the same VMT growth rate analysis is used to evaluate conformity with CO. The projects in the 2025-2028 TIP are consistent with Horizon 2045, which meets the conformity requirements of the Federal Clean Air Act Amendments of 1990 and the Washington Clean Air Act.

Transportation Control Measures (TCMs)

Per 40 CFR 93.101, a transportation control measure is any measure that is specifically identified and committed to in an implementation plan to reduce emissions or concentration of air pollutant from transportation sources by reducing vehicles use, changing traffic flow or congested conditions. Per the State Implementation Plan and LMP, there are no CO transportation control measures. PM₁₀ control measures include the Washington State (RCW 70.94, WAC 173-433) and Spokane Regional Clean Air Agency's (Regulations 6.05, 6.14, 6.15) programs to reduce residential wood smoke, paving critical unpaved roads, and street sweeping programs.

Contingency Measures

Contingency measures achieve emission reductions for a specified period. The mandatory vehicle inspection and maintenance (I&M) program was the predominant CO transportation contingency measure for Spokane

County. The program ended on 12/31/2019 but may be reinstated if necessary. After the first CO maintenance demonstration included dropping the winter oxygenated fuel requirement, the Spokane Clean Air Board repealed Article VI, Section 6.16 Motor Fuel Specifications for Oxygenated Gasoline. The oxygenated fuel requirement will remain as a contingency measure and can be re-adopted if necessary.

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.

SRTC conducted a call for preservation projects in 2023 and awarded \$9 million to improve NHS pavement conditions around the Spokane region, those projects are reflected in this document. 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 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 coordinated with MPOs through an established MAP-21 collaboration process. SRTC supports programs and projects that contribute to statewide annual safety targets set by WSDOT. In 2024, 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 included below were identified within SRTC's Regional Safety Action Plan (RSAP). You can find more information within Appendix C or by visiting SRTC's Regional Safety Action Plan webpage: <https://www.srtc.org/rsap>.

Pavement and Bridge Targets

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

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

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

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

System Performance, Freight, and CMAQ Targets

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

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations

(RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

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

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

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

Federal Transit Administration Performance Targets

MPO's 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 06/14/2018 (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 2023 Project Obligation Report can be found [here](#). For the 2024 program year, the annual listing will be published no later than 03/31/25. 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 2025-2028 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. Due to the timing of this TIP, Spokane Transit Authority's Argonne Station Park and Ride project has obligated some funding in CY 2024. However, until the grant agreement is signed with the Federal Transit Agency the project will remain in the TIP to avoid any potential delays. The revenue for the project is included in the fiscal summary and becomes part of the Available Revenue, while the programmed amounts are reflected in the Total Amount Programmed.

A summary of financial feasibility is presented in the 2025-2028 Regional TIP (RTIP) Fiscal Constraint Summary (next page). For a full list of local, state, and federal revenue sources and their abbreviations, please see Appendix D.

Spokane Regional Transportation Council (SRTC)
2025–28 Regional TIP (RTIP) Fiscal Constraint Summary

Fund Source	Fund Distribution	Fund Type	Year	Starting Balance (carryover)	Annual Allocation	Available Revenue	Total Amount Programmed	Ending Balance (carryover)	
Federal	Regional Allocations	STBG Regional (UL, US, R)	2025	2,498,814	8,398,981	10,897,795	6,314,097	4,583,698	
			2026	4,583,698	8,398,981	12,982,679	8,248,463	4,734,216	
			2027	4,734,216	8,398,981	13,133,197	2,000,000	11,133,197	
		2028	11,133,197	8,398,981	19,532,178	-	19,532,178		
		TA Set-Aside (UL, US, R)	2025	1,537,116	1,018,521	2,555,637	49,725	2,505,912	
			2026	2,505,912	1,018,521	3,524,433	1,242,488	2,281,945	
			2027	2,281,945	1,018,521	3,300,466	2,808,121	492,345	
		2028	492,345	1,018,521	1,510,866	-	1,510,866		
		CMAQ	2025	4,450,821	2,610,894	7,061,715	1,530,641	5,531,074	
			2026	5,531,074	2,610,894	8,141,968	2,988,440	5,153,528	
			2027	5,153,528	2,610,894	7,764,422	2,305,642	5,458,780	
		2028	5,458,780	2,610,894	8,069,674	-	8,069,674		
		CRP (UL, US, R)	2025	1,634,718	925,162	2,559,880	2,283,688	276,192	
			2026	276,192	925,162	1,201,354	-	1,201,354	
			2027	1,201,354	925,162	2,126,516	-	2,126,516	
		2028	2,126,516	925,162	3,051,678	-	3,051,678		
		HHP Regional (UL, US, R)	2025	-	-	-	-	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
		2028	-	-	-	-	-		
		FTA 5307	2025	-	25,548,585	25,548,585	25,548,585	-	
			2026	-	12,966,225	12,966,225	12,966,225	-	
			2027	-	13,095,887	13,095,887	13,095,887	-	
		2028	-	13,226,846	13,226,846	13,226,846	-		
		FTA 5309	2025	-	-	-	-	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
		2028	-	-	-	-	-		
		FTA 5310	2025	-	1,288,636	1,288,636	1,288,636	-	
			2026	-	680,073	680,073	680,073	-	
			2027	-	686,874	686,874	686,874	-	
		2028	-	693,743	693,743	693,743	-		
		FTA 5339	2025	-	3,296,865	3,296,865	3,296,865	-	
			2026	-	1,182,869	1,182,869	1,182,869	-	
			2027	-	1,194,698	1,194,698	1,194,698	-	
		2028	-	1,206,645	1,206,645	1,206,645	-		
		State Allocations to Local Projects	HSIP	2025	-	4,706,000	4,706,000	4,706,000	-
				2026	-	1,424,000	1,424,000	1,424,000	-
				2027	-	-	-	-	-
			2028	-	-	-	-	-	
	SRTS		2025	-	1,490,602	1,490,602	1,490,602	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
	2028		-	-	-	-	-		
	NHPP		2025	-	43,000	43,000	43,000	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
	2028		-	-	-	-	-		
	BR		2025	-	300,000	300,000	300,000	-	
			2026	-	13,005,509	13,005,509	13,005,509	-	
			2027	-	-	-	-	-	
	2028		-	-	-	-	-		
	NHPP		2025	-	3,856,000	3,856,000	3,856,000	-	
			2026	-	10,571,000	10,571,000	10,571,000	-	
			2027	-	-	-	-	-	
	2028		-	-	-	-	-		
	State Allocations to State Projects	STBG	2025	-	1,762,664	1,762,664	1,762,664	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
			2028	-	-	-	-	-	
		HSIP	2025	-	-	-	-	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
			2028	-	-	-	-	-	
		BR	2025	-	-	-	-	-	
			2026	-	-	-	-	-	
			2027	-	-	-	-	-	
			2028	-	-	-	-	-	
	NHPP	2025	-	1,692,656	1,692,656	1,692,656	-		
		2026	-	173,808	173,808	173,808	-		
		2027	-	-	-	-	-		
		2028	-	1,023,561	1,023,561	1,023,561	-		
	Discretionary Programs	DEMO, BUILD, RAISE	2025	-	34,867,877	34,867,877	34,867,877	-	
			2026	-	3,722,000	3,722,000	3,722,000	-	
			2027	-	-	-	-	-	
			2028	-	-	-	-	-	
	State	Local Projects	TIB, FMSIB, CRAB, CWA, OTHER	2025	-	9,961,255	9,961,255	9,961,255	-
				2026	-	13,550,000	13,550,000	13,550,000	-
				2027	-	3,500,000	3,500,000	3,500,000	-
				2028	-	-	-	-	-
		State Projects	State (includes CWA)	2025	-	341,637,154	341,637,154	341,637,154	-
				2026	-	208,463,242	208,463,242	208,463,242	-
				2027	-	77,352,800	77,352,800	77,352,800	-
				2028	-	20,889	20,889	20,889	-
	Local	Local Projects	Local (includes match)	2025	-	14,623,844	14,623,844	14,623,844	-
				2026	-	16,609,989	16,609,989	16,609,989	-
				2027	-	7,557,463	7,557,463	7,557,463	-
				2028	-	3,927,222	3,927,222	3,927,222	-
					TOTAL	958,324,939	880,681,786		

SPOKANE TRANSIT AUTHORITY FINANCIAL CAPABILITY

FTA, in its 2024 Triennial Review, found STA to be in compliance with financial capacity requirements. In accordance with Federal Transit Administration (FTA) Circular 7008.1A, 01/30/2002, it has been determined that STA has the financial capacity to carry out the capital, operating, planning and maintenance activities listed in the TIP.

Financial capacity includes two measures: (1) financial condition and (2) financial capability which includes the ability to fund current capital projects in addition to ongoing operations from projected revenues.

Financial Condition

The positive finding on STA's financial condition is based on the Washington State Auditor's office report on STA's financial statements, containing an unqualified opinion for 2023. STA's adopted 2024 budget further illustrates STA's positive financial condition. STA's policy is to operate on a pay-as-you go basis; the agency will not incur debt or agree to other financial commitments beyond the balance of current or projected revenue. It also has a designated reserve equal to 15% of estimated annual operating expenses \$18 million, a risk reserve of \$5.5 million, a right of way acquisition reserve of \$4.95 million, \$25 million for real estate acquisition, and for total reserves in 2024 of \$54.1million.

Sales tax is STA's primary dedicated source of local revenue. In November 2016, voters approved a 2/10% increase in STA's sales tax rate with 1/10% implemented in April 2017 and another 1/10% implemented in April 2019. Sales tax revenues can be unpredictable. STA has 1/10% of sales tax capacity remaining. Voter approval is required to implement any of this additional capacity.

Financial Capability

STA has the financial capability to meet future annual operating, maintenance and capital costs. Future financial capability projections were developed for Horizon 2045. STA continues to update their projections for sales tax revenue and operating costs, but for consistency with the current MTP, the following assumptions were used:

1. Revenue projections for 2022-2045 are based on the budget assumptions adopted by the STA Board.
2. Section 5307 federal preventive maintenance funding will be maximized throughout the projection period.
3. A new fare structure was implemented October 2022 to adopt zero-fare for youth, implementation of new reduced fare categories and introduction of fare capping.
4. The Capital Program will be funded as contained in the Transit Development Plan for 2025 through 2030.
5. STA currently uses 8/10ths of 1% of the local sales tax. The statutory maximum rate of sales tax collection for public transportation is 9/10ths of 1% (RCW 82.14.045).

STA's 2024 budgeted farebox revenue takes into account anticipated ridership growth, and fare revenue per passenger that has shifted due to fare-capping and the zero fare for youth program.

2025-2028 TIP PROJECTS

OVERVIEW

The remainder of this document details the 2025-2028 projects that are regionally significant and/or are federally funded.

New Projects

There are 63 projects programmed in the TIP for the years 2025-2028. The majority of these are active projects that were included in the previous TIP. There is one new project in the 2025-2028 TIP listed in Table 2 below.

Table 2. New Project in the 2025-2028 TIP

Agency	Project Name
Airway Heights	Garfield Road/ US 2 Roundabout Project

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 3. 2025-2028 Projects by Project Type

Project Type	Number of Projects	% of Projects	Programmed Funds	% of Program
Active Transportation	6	10%	25,337,865	3%
Bridge	5	8%	17,305,509	2%
High Performance Transit	2	3%	2,500,000	0%
Planning	2	3%	4,178,035	0%
Preservation	18	29%	32,641,426	4%
Rail/Highway Crossing	1	2%	26,932,768	3%
Reconstruction	5	8%	18,244,029	2%
Roadway Capital	2	3%	5,980,000	1%
Roadway Capital - NSC	6	10%	624,663,926	71%
Safety & Security	6	10%	6,256,300	1%
Transit	4	6%	108,401,784	12%
TDM	1	2%	864,422	0%
TSMO	5	8%	7,375,722	1%
TOTAL	63	100%	880,681,786	100%

Due to rounding figures may not total 100%

The Roadway Capital category includes constructing new roadways, reconstruction projects that add additional capacity, and paving dirt roads. For informational purposes, and due to the significant cost of the project, the North Spokane Corridor (NSC) project is shown separately from the Roadway Capital category.

DOCUMENT ORGANIZATION

Program Summary

The list of planned projects for 2025-2028 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, including funds that have already obligated (referred to as prior funding).

Detailed Project Information

The official TIP information for each project is detailed in the Washington State TIP (STIP) project pages – see Appendix E.

Project Maps

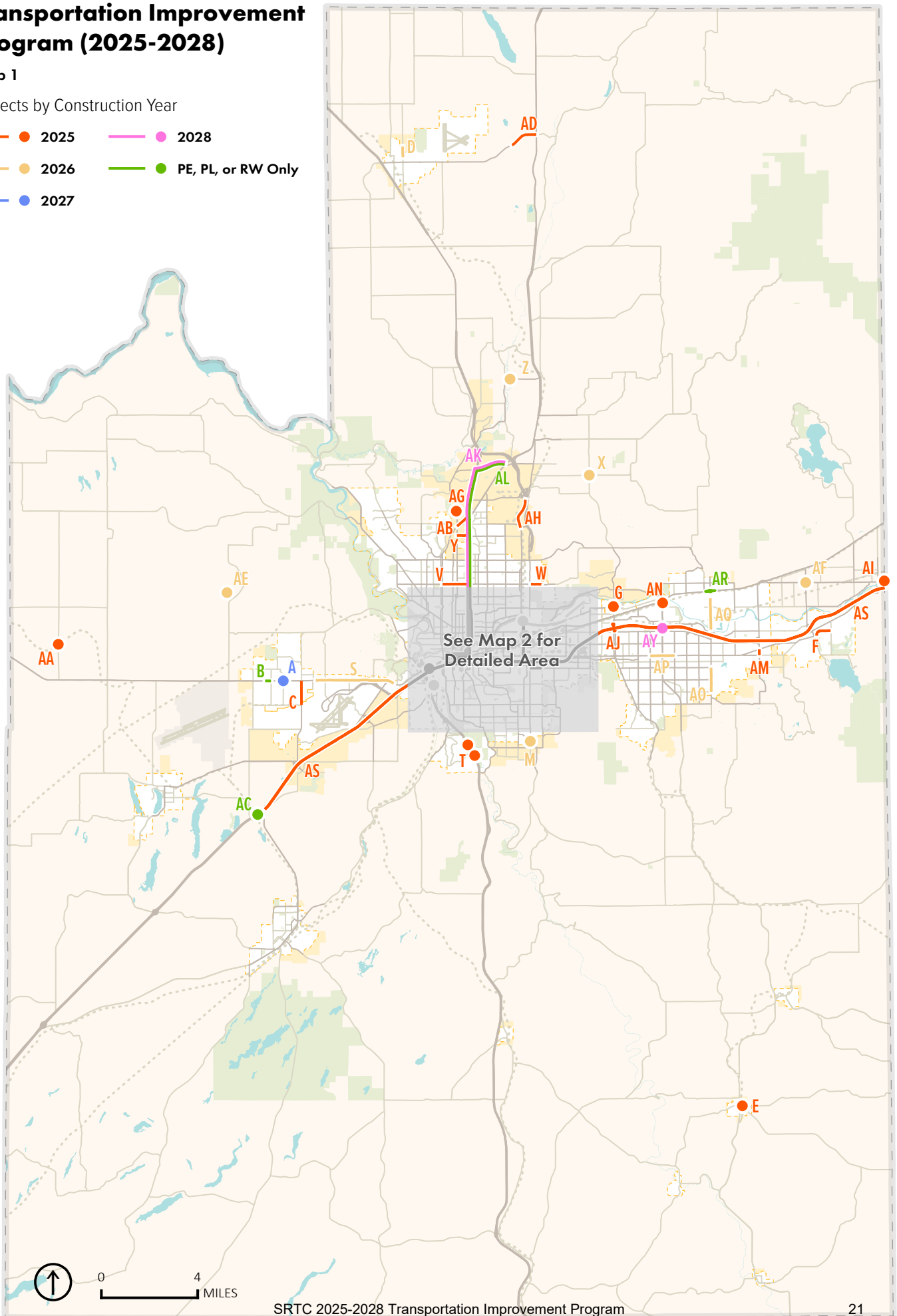
The following maps illustrate the projects and programs included in the 2025-2028 TIP. An interactive 2025-2028 TIP web map can be found on SRTC's ArcGIS Online maps page:

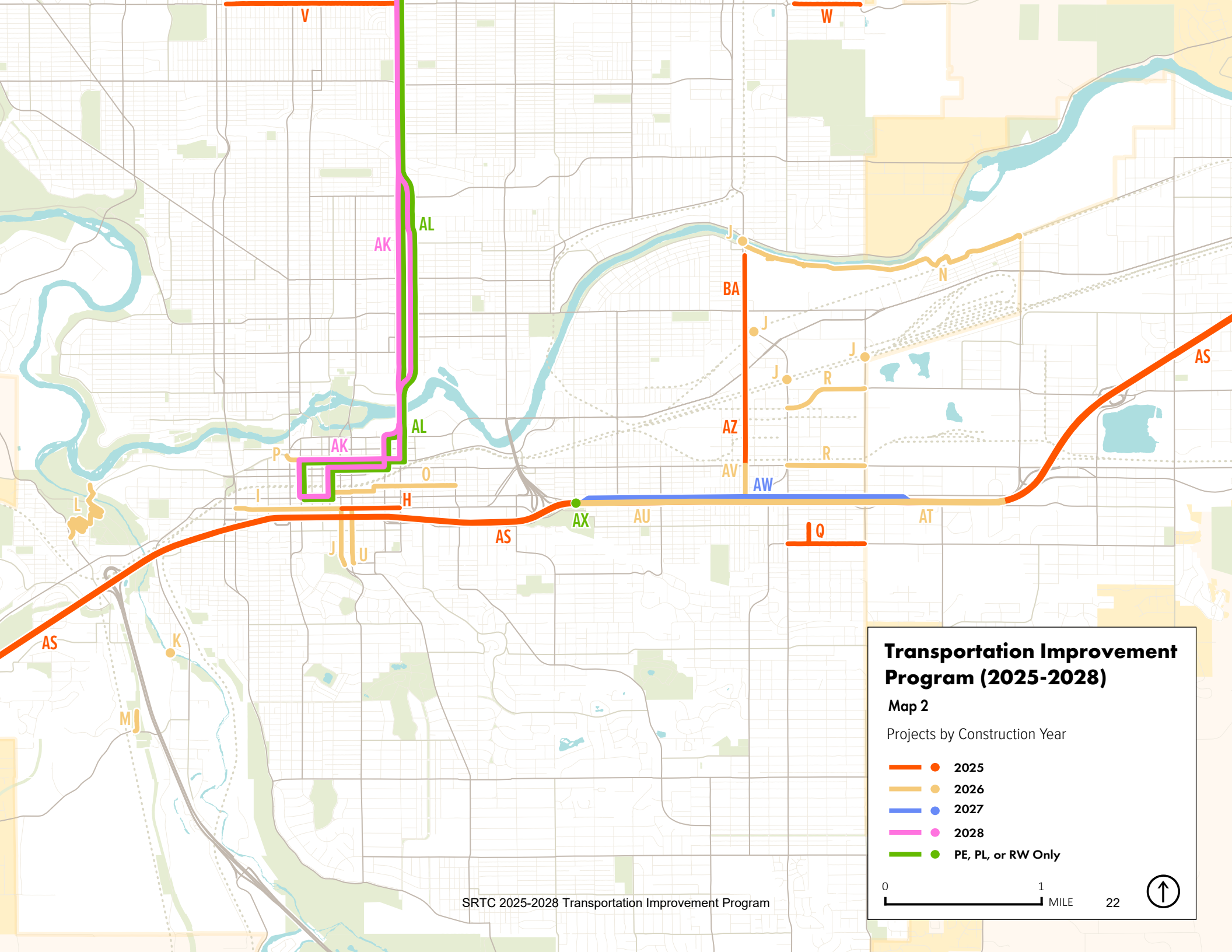
<https://srtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=2aedde9c1775419fb35a64987771630c>

Transportation Improvement Program (2025-2028)

Map 1

Projects by Construction Year



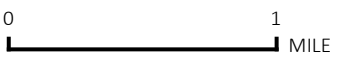


Transportation Improvement Program (2025-2028)

Map 2

Projects by Construction Year

- 2025
- 2026
- 2027
- 2028
- PE, PL, or RW Only



Transportation Improvement Program
2025-2028

Spokane Regional Transportation Council

Projects

	Project Title	Project Type	Agency	Construction Year
A	Garfield Road/US 2 Roundabout Project	TSMO	Airway Heights	2027
B	S.R. 2 Pedestrian and Multi-Modal Enhancements	Active Transportation	Airway Heights	PE, PL, or RW Only
C	South Hayford Road Preservation	Preservation	Airway Heights	2025
D	N. Colville Reconstruction	Reconstruction	Deer Park	2026
E	Railroad Ave Rehabilitation	Preservation	Fairfield	2025
F	Mission Avenue Overlay-E Country Vista Dr to N Molter Dr	Preservation	Liberty Lake	2025
G	Argonne Road, Empire to Liberty Congestion Relief	TSMO	Millwood	2025
H	3rd Ave - Stevens to Division Grind & Overlay	Preservation	Spokane	2025
I	3rd Ave - Stevens St. Grind and Overlay	Preservation	Spokane	2026
J	Bridge Deck Repair Bundle	Bridge	Spokane	2026
K	Chestnut St. Bridge	Bridge	Spokane	2026
L	Fish Lake Trail Connection to Centennial Trail Phase 1	Active Transportation	Spokane	2026
M	Freya / Palouse Roundabout	Reconstruction	Spokane	2026
N	Millwood Trail - Children of the Sun Trail to Fancher	Active Transportation	Spokane	2026
O	Pacific Avenue Greenway	Active Transportation	Spokane	2026
P	Riverside Avenue - Wall to Monroe	Preservation	Spokane	2026
Q	Scott Elementary Sidewalk	Active Transportation	Spokane	2025
R	Sprague - Alki/Broadway Grind and Overlay	Preservation	Spokane	2026
S	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path	Active Transportation	Spokane	2026
T	US 195 / Meadowlane	Safety & Security	Spokane	2025
U	Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay	Preservation	Spokane	2026
V	Wellesley Ave - Maple to Division Chip Seal	Preservation	Spokane	2025
W	Wellesley Ave - Freya to Havana	Reconstruction	Spokane	2025
X	Bruce Road and Peone Road Roundabout	TSMO	Spokane County	2026
Y	Cascade Way Reconstruction-Wall to Normandie	Preservation	Spokane County	2025
Z	Colbert Bridge Replacement No. 3703	Bridge	Spokane County	2026
AA	Coulee Hite Railroad Safety Project	Rail/Highway Crossing	Spokane County	2025

Transportation Improvement Program
2025-2028

Spokane Regional Transportation Council

Projects

	Project Title	Project Type	Agency	Construction Year
AB	Country Homes Boulevard Preservation	Preservation	Spokane County	2025
AC	Craig Rd & I-90 Four Lakes Connection Planning Study	Planning	Spokane County	PE, PL, or RW Only
AD	Deer Park - Milan Rd Preservation	Preservation	Spokane County	2025
AE	Gordon Road Bridge No. 1506	Bridge	Spokane County	2026
AF	Harvard Road Reconstruction Phase 2	Reconstruction	Spokane County	2026
AG	Hastings Rd Channelization-Wall Street & Graves Rd Ped. Safety	Safety & Security	Spokane County	2025
AH	Market Street Preservation	Preservation	Spokane County	2025
AI	Wellesley Ave and Appleway Ave Roundabout	TSMO	Spokane County	2025
AJ	Argonne Station Park and Ride	Transit	Spokane Transit	2025
AK	Division Line: Division BRT Construction and Implementation	Transit	Spokane Transit	2028
AL	Division St BRT Project Development	Transit	Spokane Transit	PE, PL, or RW Only
AM	N. Barker Rd. (Appleway-Sprague)	Roadway Capital	Spokane Valley	2025
AN	Pines Road/BNSF Grade Separation	Rail/Highway Crossing	Spokane Valley	2025
AO	S Sullivan Rd. Preservation	Preservation	Spokane Valley	2026
AP	Sprague Preservation at SR 27	Preservation	Spokane Valley	2026
AQ	Sullivan Preservation - Spokane River to Kiernan	Preservation	Spokane Valley	2026
AR	Sullivan/Trent Interchange	Rail/Highway Crossing	Spokane Valley	PE, PL, or RW Only
AS	I-90/Transportation System Management & Operation (TSMO) Impro	TSMO	WSDOT	2025
AT	US 395/NSC I-90 Improvements - Freya to Appleway	Roadway Capital - NSC	WSDOT	2026
AU	US 395/NSC I-90 Improvements - Hamilton to Thor	Roadway Capital - NSC	WSDOT	2026
AV	US 395/NSC I-90 Interchange - Stage 1	Roadway Capital - NSC	WSDOT	2026
AW	US 395/NSC I-90 Interchange - Stage 2	Roadway Capital - NSC	WSDOT	2027
AX	I-90/Liberty Park Land Bridge	Active Transportation	WSDOT	PE, PL, or RW Only
AY	I-90/Pines Interchange South - Signal Replacement	TSMO	WSDOT	2028
AZ	US 395/NSC Sprague Ave to Spokane River - Stage 2	Roadway Capital - NSC	WSDOT	2025
BA	US 395/NSC Sprague Ave to Spokane River - Stage 3	Roadway Capital - NSC	WSDOT	2025
BB	Arterial Pedestrian Hybrid Beacons	Active Transportation	Spokane	2025

Transportation Improvement Program
2025-2028

Spokane Regional Transportation Council

Projects

	Project Title	Project Type	Agency	Construction Year
BC	<i>2023 Horizontal Curve Signing</i>	<i>Safety & Security</i>	<i>Spokane County</i>	<i>2025</i>
BD	<i>Commuter Trip Reduction 2024-2026</i>	<i>TDM</i>	<i>Spokane County</i>	<i>Other</i>
BE	<i>Fixed Route Bus Purchase (5339)</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BF	<i>Preventive Maintenance</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BG	<i>Section 5310 Funding for Seniors and People with Disabilities</i>	<i>Transit</i>	<i>Spokane Transit</i>	<i>Other</i>
BH	<i>2026 Metropolitan Transportation Planning</i>	<i>Planning</i>	<i>SRTC</i>	<i>Other</i>
BI	<i>Eastern Region - TMC Equipment Replacement</i>	<i>TSMO</i>	<i>WSDOT</i>	<i>2025</i>
BJ	<i>Eastern Region Major Electrical Rehabilitation - RWIS Rebuild</i>	<i>TSMO</i>	<i>WSDOT</i>	<i>2025</i>
BK	<i>I-90/Guardrail Basic Safety - Rehabilitation</i>	<i>Safety & Security</i>	<i>WSDOT</i>	<i>2025</i>

* Unmapped regional projects highlighted in gray and listed in italic

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, Tribes, and Agencies

City of Airway Heights	City of Spokane Valley	Town of Latah
City of Cheney	Kalispel Tribe of Indians	Town of Spangle
City of Deer Park	Spokane County	Town of Rockford
City of Liberty Lake	Spokane Transit Authority	Town of Waverly
City of Medial Lake	Spokane Tribe of Indians	WSDOT-Eastern Region
City of Millwood	Town of Fairfield	WA State Transportation Commission
City of Spokane		

2024 SRTC Board of Directors

<u>Jurisdiction</u>	<u>Name of Representative</u>
Spokane County	Al French , Commissioner (Chair)
City of Spokane Valley	Rod Higgins , Council Member (Vice Chair)
City of Airway Heights	Jennifer Morton , Council Member
City of Cheney	Paul Schmidt , Council Member
City of Deer Park	Diane Pfaeffle , Council Member
City of Medical Lake	Don Kennedy , Council Member
City of Millwood	Mayor Kevin Freeman
City of Liberty Lake	Mayor Cris Kaminskas
City of Spokane	Betsy Wilkerson , Council President
City of Spokane	Kitty Klitzke , Council Member
City of Spokane Valley	Mayor Pam Haley
Kalispel Tribe of Indians	Daniel Clark
Major Employer Representative	Doug Yost
Rail/Freight Representative	Matt Ewers
Small Towns Representative	Micki Harnois , Town of Rockford Council Member
Spokane County	Mary Kuney , Commissioner
Spokane Transit Authority	E Susan Meyer , CEO
Spokane Tribe of Indians	Tiger Peone , Council Member
WSDOT-Eastern Region	Char Kay , Regional Administrator
WA State Transportation Commission	Kelly Fukai , Commissioner
Transp. Advisory Committee Chair	Paul Vose
Transp. Technical Committee Chair	Heather Trautman

2024 Transportation Technical Committee (TTC)

<u>Jurisdiction</u>	<u>Name of Representative</u>
City of Airway Heights	Heather Trautman (Chair)
Spokane County	Barry Greene (Vice Chair)
City of Cheney	Brett Lucas
City of Liberty Lake	Luke Michels
City of Medical Lake (Small Cities/Towns Rep.)	Sonny Weathers
City of Spokane	Inga Note
City of Spokane	Kevin Picanco
City of Spokane	Colin Quinn-Hurst
City of Spokane Valley	Adam Jackson
City of Spokane Valley	Jerremy Clark
Kalispel Tribe of Indians	Julia Whitford
Spokane County	Brandi Colyar
Spokane County	Jami Hayes
Spokane Regional Clean Air Agency	April Westby
Spokane Regional Health District	Samantha Hennesy
Spokane Tribe of Indians	Maria Cullooyah
Spokane Transit Authority	Karl Otterstrom
Spokane Transit Authority	Tara Limon
WSDOT-Eastern Region	Char Kay
WSDOT-Eastern Region	Glenn Wagemann
WSDOT-Eastern Region	Mike Pea

2024 Transportation Advisory Committee (TAC)

Paul Vose (Chair)	David Eash	Tom Sahlberg
Rhonda Young (Vice Chair*)	Charles Hansen	Bill White
Michael Ankney	Carlie Hoffman	Todd Williams
John Barber	Mark Johnson	Kim Zentz
Rachel Callary	Katie Melby	

**The SRTC TAC will be electing a new Vice Chair at their September meeting.*

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 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
- Changes to a project that affects transportation conformity with air quality plans
- 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 MODIFICATION

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 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, 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 for 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 below.

Safety	
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 Performance	
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
Pavement	
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	
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 Performance	
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
Freight	
18	Truck Travel Time Reliability (TTTR) Index (on the Interstate System)
Transit Asset Management	
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>

Performance Measure 1: Safety Targets

Measure (5-year Averages)	2022 Baseline Statewide 5-year rolling avg.	Statewide Targets for 2024*
Number of Fatalities	615.0	461.3
Rate of Fatalities	1.049	0.787
Number of Serious Injuries	2585.8	1939.4
Rate of Serious Injuries	4.412	3.309
Number of Fatalities & Serious Injuries for Non-Motorized transportation	620.8	465.6

**The SRTC Board supported using statewide safety targets on 2/8/2024*

Performance Measure 2: Bridge and Pavement Targets

Bridge Condition-Statewide	Baseline Data	4-year Target (2025)
Percent of NHS Bridges in good condition (weighted by deck area)	32.8%	30%
Percent of NHS Bridges in poor condition (weighted by deck area)	8.8%	10%

**Supported by the SRTC Board on 4/13/2023. A full listing of National Bridge Inventory facilities in the SRTC planning area is included below in Appendix C.*

Pavement Condition-Statewide	Baseline Data	4-year Target (2025)
Percent of Interstate pavement on the NHS in good condition	46%	30%
Percent of Interstate pavement 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 on 4/13/2023*

Performance Measure 3: System Performance, Freight and CMAQ Targets

Highway System Performance (congestion)	Baseline Data	4-year Target (2025)
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)	313.160	309.060
Particulate Matter < 10 microns PM10 (kg/day)	435.690	224.000

**Supported by the SRTC Board on 5/11/2023*

Public Transit Asset Management Targets

Asset Category	Asset Class	Baseline Performance	STA Target & Proposed Regional Target
Rolling Stock	Buses	98%	Maintain the bus fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Paratransit Vans	99%	Maintain the paratransit van fleet that 90% or greater of the vehicles meet STA's State of Good Repair Standards
	Rideshare Vans	99%	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	94%	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	100%	Maintain all facilities equal to or greater than 90% have a TERM condition rating of 3(adequate) or better

**Supported by the SRTC Board on 6/14/2018*

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 a 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	Metrics (KKPI)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.6	0.08 or less

PARATRANSIT PREVENTABLE VEHICLE ACCIDENT FREQUENCY RATE

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable vehicle collisions	Number of preventable events per 10,000 miles	0.13	0.10 or less

FIXED ROUTE PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

PARATRANSIT PREVENTABLE PASSENGER INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of preventable passenger injuries	Number of preventable passenger injuries per year	4	0

FIXED ROUTE SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of events per year	Total number of events per year	316	310

PARATRANSIT SAFETY EVENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of safety events per year	Number of safety events per year	54	50

EMPLOYEE INJURY ACCIDENTS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the frequency of employee injuries	Number of employee injuries per 1000 hours	.05	.07

EMPLOYEE INJURY SEVERITY

Objective	Metrics (KPIs)	Baseline	Target
Reduce employee time loss due to injury or illness	Number of days lost per 1,000 hours	.03	.04

FACILITY SAFETY INSPECTIONS

Objective	Metrics (KPIs)	Baseline	Target
Increase the assessment of facilities, equipment, and procedures to identify and mitigate any potential safety risks	Number of facility safety audits and inspections completed quarterly per year	1 per quarter	Meet the baseline

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	Metrics (KPIs)	Baseline	Target
Increase attendance at monthly safety meetings	Percent of employees who participate in the monthly safety meetings	Establishing in 2020	Safety Committee Meeting Target = 100%
Annual Advanced Training completed by all Fixed Route, Paratransit, and Maintenance	Percentage of employees who complete Advanced training	100%	100%

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	Metrics (KPIs)	Baseline	Target
Reduce the number of Fixed Route Road Calls	Number of miles between road calls	6,722 miles	7,500 miles

PARATRANSIT ROAD CALLS

Objective	Metrics (KPIs)	Baseline	Target
Reduce the number of Paratransit Road Calls	Number of miles between road calls	67,537 miles	75,000 miles

FACILITIES PREVENTIVE (SAFETY) INSPECTIONS & REPAIRS

Objective	Metrics (KPIs)	Baseline	Target
Prioritize preventative safety-related maintenance or inspections	Safety-related PMs completed on schedule	90% of all PM services completed on time	80% of all PM services completed on time

**Supported by the SRTC Board on 3/11/2021*

National Bridge Inventory Bridges in Spokane County (2024)

Owner	NBI Facility No.	Facility Carried	Facility Crossed
City of Spokane	085421000000000	11TH AVE	LATAH CREEK
City of Spokane	085422000000000	1ST AVENUE	MAPLE STREET
City of Spokane	088841000000000	43RD	GARFIELD
City of Spokane	085319000000000	9TH AVENUE	BEN GARNETT WAY
City of Spokane	085181000000000	BROADWAY AVENUE	MAPLE STREET
City of Spokane	085447000000000	CHESTNUT STREET	LATAH CREEK
City of Spokane	085322000000000	CLIFF AVENUE	BEN GARNETT WAY
City of Spokane	088153000000000	FREYA ST	BNSF
City of Spokane	085241000000000	FREYA WAY	SIRR
City of Spokane	085146000000000	GREENE STREET	SPOKANE RIV UPRIVER DR
City of Spokane	085106000000000	HATCH ROAD	LATAH CREEK
City of Spokane	088513000000000	HAVANA ST	BNSF RR
City of Spokane	085448000000000	INLAND EMPIRE WAY	LATAH CREEK
City of Spokane	0005258A0000000	MAPLE STREET	SPOKANE RIVER
City of Spokane	0015756B0000000	MISSION AVE	EVERGREEN RD
City of Spokane	085123000000000	MISSION AVENUE	SPOKANE RIVER
City of Spokane	085295000000000	MONROE STREET	SPOKANE RIVER
City of Spokane	088796000000000	NW BLVD	CSO TANK
City of Spokane	086151000000000	PARK ROAD	LATAH CREEK
City of Spokane	085287000000000	POST STREET	SPOKANE RIVER
City of Spokane	085426000000000	RIVERSIDE AVENUE	LATAH CREEK
City of Spokane	085427000000000	RIVERSIDE AVENUE	MAPLE STREET
City of Spokane	086014000000000	ROSAMOND AVENUE	SUNSET BOULEVARD
City of Spokane	085270000000000	SPRAGUE AVENUE	SPRAGUE WAY SOUTHBOUND
City of Spokane	085271000000000	SPRAGUE AVENUE	ERIE STREET
City of Spokane	085341000000000	SPRAGUE WAY N/B	2ND AVENUE
City of Spokane	085269000000000	SPRAGUE WAY S/B	ERIE STREET
City of Spokane	085309000000000	STEVENS STREET	SPOKANE RIVER
City of Spokane	085835000000000	SUMMIT BLVD.	RAVINE SOUTH OF BOONE AV
City of Spokane	085428000000000	SUNSET BOULEVARD	LATAH CREEK
City of Spokane	085429000000000	SUNSET BOULEVARD	INLAND EMPIRE WAY
City of Spokane	083613000000000	SUNSET HIGHWAY	GEIGER RD
City of Spokane	086150000000000	T.J. MEENACH DR.	SPOKANE RIVER & PETTET DR
City of Spokane	085308000000000	WASHINGTON STREET	SOUTH CHANNEL SPOKANE RIVER
City of Spokane	086015000000000	WASHINGTON STREET	SPOKANE RIVER
Local Park, Forest, or Reservation Agency (City of Spokane)	085833000000000	NISHINOMIYA DR	LOOP DRIVE
Local Park, Forest, or Reservation Agency (City of Spokane)	088799000000000	SURRO AVE	CSO DETENTION TANK

City of Spokane Valley	0019623A0000000	BARKER RD	RR
City of Spokane Valley	088004000000000	BARKER RD	SPOKANE RIVER
City of Spokane Valley	086465000000000	DISHMAN-MICA RD	CHESTER CREEK
City of Spokane Valley	081238000000000	FANCHER ROAD	RAILROAD AVE & BNSF
City of Spokane Valley	0016214A0000000	SPOKANE FALLS BLVD	SPOKANE RIVER
City of Spokane Valley	000000NQ0000000	SULLIVAN RD	SR 290 (TRENT AVE)
City of Spokane Valley	081264000000000	SULLIVAN RD (SB)	UNION PACIFIC RR
City of Spokane Valley	079723000000000	SULLIVAN ROAD	BNSF RAILROAD
City of Spokane Valley	081398000000000	SULLIVAN ROAD (NB)	SPOKANE RIVER
City of Spokane Valley	081416000000000	SULLIVAN ROAD (NB)	UNION PACIFIC RR
City of Spokane Valley	088740000000000	SULLIVAN ROAD (SB)	SPOKANE RIVER
Town of Rockford	087075000000000	FIRST STREET	MICA CREEK
Town of Spangle	085030000000000	1ST STREET	SPANGLE CREEK
Town of Spangle	085028000000000	2ND STREET	SPANGLE CREEK
Town of Spangle	085025000000000	3RD STREET	SPANGLE CREEK
Town of Spangle	085032000000000	MAIN STREET	SPANGLE CREEK
Spokane County	088832000000000	7-MILE ROAD	COULEE CREEK
Spokane County	080767000000000	ANDERSON ROAD	COLUMBIA PLATEAU TRAIL
Spokane County	080768000000000	ANDERSON ROAD	UPRR TRACKS
Spokane County	088230000000000	APPLEWAY ROAD	SPOKANE RIVER
Spokane County	087205000000000	ARGONNE ROAD	SPOKANE RIVER
Spokane County	089023000000000	BIGELOW GULCH ROAD	FORKER ROAD
Spokane County	086050000000000	BRADSHAW ROAD	SOUTH FORK ROCK CREEK
Spokane County	082499000000000	BROOKS ROAD	COULEE CREEK
Spokane County	088645000000000	BRUCE ROAD	PEONE CREEK
Spokane County	080863000000000	CAMPBELL ROAD	UNION PACIFIC RAILROAD
Spokane County	080544000000000	CHARLES ROAD	SPOKANE RIVER
Spokane County	085761000000000	CHATCOLET ROAD	ROSE CREEK
Spokane County	087176000000000	CHATCOLET ROAD	ROCK CREEK
Spokane County	084625000000000	CHATTAROY ROAD	LITTLE SPOKANE RIVER
Spokane County	088229000000000	CHATTAROY ROAD	DRAGOON CREEK
Spokane County	083436000000000	CHENEY-PLAZA ROAD	COLUMBIA PLATEAU TRAIL
Spokane County	088548000000000	CHENEY-PLAZA ROAD	SANDERS CREEK
Spokane County	082352000000000	CHENEY-SPANGLE RD	COLUMBIA PLATEAU TRAIL
Spokane County	081934000000000	CHENEY-SPOKANE RD	UP&BN RR & MARSHALL CR
Spokane County	088714000000000	CHRISTENSEN ROAD	DEEP CREEK
Spokane County	082806000000000	COLBERT ROAD	LITTLE SPOKANE RIVER
Spokane County	083065000000000	COLBERT ROAD	LITTLE DEEP CREEK
Spokane County	083834000000000	COULEE-HITE ROAD	COULEE CREEK
Spokane County	080079000000000	CRAWFORD STREET	DRAGOON CREEK
Spokane County	084493000000000	CRESCENT ROAD	DRAGOON CREEK
Spokane County	086209000000000	DALTON ROAD	DRAGOON CREEK
Spokane County	086316000000000	DARKNELL ROAD	RATTLERS RUN CREEK

Spokane County	086636000000000	DARTFORD DRIVE	LITTLE SPOKANE RIVER
Spokane County	087584000000000	DEEP CREEK ROAD	DEEP CREEK
Spokane County	084740000000000	DEER PARK-MILAN RD	LITTLE SPOKANE RIVER
Spokane County	084702000000000	DUNKLE ROAD	NORTH FORK ROCK CREEK
Spokane County	079822000000000	ELDER ROAD	CALIFORNIA CREEK
Spokane County	080727000000000	ELDER ROAD	UP RR TRACKS
Spokane County	082270000000000	ELK-CHATTAROY ROAD	LITTLE SPOKANE RIVER
Spokane County	088716000000000	ELLIOTT ROAD	DEADMAN CREEK
Spokane County	085758000000000	ELOIKA ROAD	LITTLE SPOKANE RIVER
Spokane County	086468000000000	ESPANOLA ROAD	DEEP CREEK
Spokane County	085754000000000	EUCLID ROAD	DEEP CREEK
Spokane County	089490000000000	EUCLID ROAD	BNSF RR TRACKS
Spokane County	081071000000000	FINDLEY ROAD	BEAR CREEK
Spokane County	089253000000000	FORKER ROAD	DRAINAGE
Spokane County	089258000000000	FRIDEGER ROAD	LITTLE SPOKANE RIVER
Spokane County	085755000000000	GARFIELD ROAD	DEEP CREEK
Spokane County	080115000000000	GORDON ROAD	DEEP CREEK
Spokane County	085822000000000	GREENLEAF DRIVE	LITTLE SPOKANE RIVER
Spokane County	086049000000000	HARVARD ROAD	SOUTH FORK ROCK CREEK
Spokane County	086317000000000	HARVARD ROAD	SPOKANE RIVER
Spokane County	083810000000000	HAYS ROAD	LATAH CREEK
Spokane County	080116000000000	HEGLAR ROAD	DEADMAN CREEK
Spokane County	088938000000000	HOLCOMB ROAD	DEADMAN CREEK
Spokane County	080558000000000	IDAHO ROAD	ROSE CREEK
Spokane County	089168000000000	IDAHO ROAD	SOUTH FORK ROCK CREEK
Spokane County	083108000000000	JACKSON ROAD	ROCK CREEK
Spokane County	087705000000000	JACKSON ROAD	RATTLERS RUN CREEK
Spokane County	088682000000000	JACKSON ROAD	OCHLARE CREEK
Spokane County	082454000000000	JAY AVENUE	DRAINAGE
Spokane County	080783000000000	KEEVY ROAD	LATAH CREEK
Spokane County	084465000000000	LADD ROAD	NORTH FORK DEEP CREEK
Spokane County	088502000000000	LITTLE SPOKANE DR	LITTLE SPOKANE RIVER
Spokane County	082103000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Spokane County	084499000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Spokane County	087583000000000	LITTLE SPOKANE DR.	LITTLE SPOKANE RIVER
Spokane County	085760000000000	MARSH ROAD	LATAH CREEK
Spokane County	089392000000000	MARSHALL ROAD	MARSHALL CREEK
Spokane County	084453000000000	MCFARLANE ROAD	N FORK DEEP CREEK
Spokane County	085753000000000	MCFARLANE ROAD	DEEP CREEK
Spokane County	084791000000000	MILAN ROAD	LITTLE SPOKANE RIVER
Spokane County	089009000000000	MONROE ROAD	W. BRANCH DRAGOON CREEK
Spokane County	089317000000000	MONROE ROAD	DRAGOON CREEK
Spokane County	086467000000000	MORROW ROAD	PINE CREEK

Spokane County	082168000000000	N. KENTUCK TRAILS	LATAH CREEK
Spokane County	086447000000000	OLD SR-195	SPRING VALLEY CREEK
Spokane County	083658000000000	OLD STATE ROUTE195	N PINE CREEK WIR RR
Spokane County	088501000000000	OREGON ROAD	NORTH FORK DRAGOON CRK
Spokane County	079727000000000	PATTERSON ROAD	SANDERS CREEK
Spokane County	080348000000000	PEONE ROAD	DEADMAN CREEK
Spokane County	085756000000000	PINE BLUFF ROAD	COULEE CREEK
Spokane County	086466000000000	PRAIRIE VIEW RD	LATAH CREEK
Spokane County	086156000000000	RAMBO ROAD	DEEP CREEK
Spokane County	088932000000000	RITCHEY ROAD	DEEP CREEK
Spokane County	083072000000000	RIVERWAY ROAD	LITTLE SPOKANE RIVER
Spokane County	085929000000000	ROBERTS ROAD	LATAH CREEK
Spokane County	080038000000000	RUTTER PARKWAY	LITTLE SPOKANE RIVER
Spokane County	086048000000000	SANDERS ROAD	SOUTH FORK ROCK CREEK
Spokane County	085759000000000	SANDS ROAD	CALIFORNIA CREEK
Spokane County	086318000000000	SCROGGIE ROAD	UPRR TRACKS
Spokane County	082431000000000	SEVEN MILE ROAD	DEEP CREEK
Spokane County	085915000000000	SEVEN MILE ROAD	SPOKANE RIVER
Spokane County	084542000000000	SPANGLE-WAVERLY RD	LATAH CREEK
Spokane County	086464000000000	SPRING VALLEY ROAD	LATAH CREEK
Spokane County	086500000000000	STALEY ROAD	DRAGOON CREEK
Spokane County	081318000000000	STARR ROAD	NEWMAN LAKE OUTLET
Spokane County	084831000000000	STARR ROAD	SOUTH FORK ROCK CREEK
Spokane County	086319000000000	STENTZ ROAD	SPANGLE CREEK
Spokane County	083687000000000	TRUAX ROAD	SOUTH FORK ROCK CREEK
Spokane County	084800000000000	TRUAX ROAD	SOUTH FORK ROCK CREEK
Spokane County	086210000000000	VALLEY CHAPEL RD	LATAH CREEK
Spokane County	087585000000000	VALLEY CHAPEL RD	ROCK CREEK
Spokane County	087601000000000	VALLEY CHAPEL RD	SPANGLE CREEK
Spokane County	079887000000000	VALLEY CHAPEL ROAD	LATAH CREEK
Spokane County	080044000000000	VALLEY CHAPEL ROAD	CALIFORNIA CREEK
Spokane County	086320000000000	VALLEY ROAD	OTTER CREEK
Spokane County	081470000000000	WAIKIKI ROAD	LITTLE SPOKANE RIVER
Spokane County	089259000000000	WALLIS ROAD	SOUTH FORK DEADMAN CREEK
Spokane County	0004332A0000000	WANDERMERE ROAD	LITTLE SPOKANE RIVER
Spokane County	084675000000000	WELLS ROAD	SANDERS CREEK
Spokane County	082086000000000	WEST BRADSHAW ROAD	LATAH CREEK
Spokane County	082971000000000	WEST BRANCH ROAD	WB LITTLE SPOKANE RIVER
Spokane County	083158000000000	WOOD ROAD	COULEE CREEK
WSDOT	0004637A0000000	ARGONNE RD	I-90
WSDOT	0008611B0000000	ARTHUR ST	I-90
WSDOT	0005130B0000000	BARKER RD	I-90
WSDOT	0018378A0000000	CHENEY SPOKANE RD	SR 195

WSDOT	0009560C0000000	E BABB RD	US 195
WSDOT	0013050A0000000	E BROADWAY AVE	I-90
WSDOT	0018296A0000000	E FRANCIS AVENUE	FUTURE US 395/RR/PED
WSDOT	0007107A0000000	E WELLESLEY AVE	SR 290 WB
WSDOT	0007107B0000000	E WELLESLEY AVE	RAILROAD
WSDOT	0018195A0000000	E-S RAMP	MARKET STREET
WSDOT	0015756A0000000	EVERGREEN RD	I-90
WSDOT	0005130A0000000	FLORA RD	I-90
WSDOT	0008322D0000000	FOURTH-E RAMP	CITY STREET (4TH AVE)
WSDOT	0005453D0000000	FREYA ST	I-90
WSDOT	0007072A0000000	GARDEN SPRING RD	I-90
WSDOT	0006822A0000000	GROVE RD	I-90
WSDOT	002005200000000	I 90 WBL	SPOKANE RIVER
WSDOT	002005190000000	I 90 EBL	SPOKANE RIVER
WSDOT	0005453A0000000	I-90	S ALTAMONT ST
WSDOT	0005453E0000000	I-90	S HAVANA ST
WSDOT	0006579A0000000	I-90	HANGMAN CREEK
WSDOT	0006579B0000000	I-90	HANGMAN CREEK
WSDOT	0006875C0000000	I-90	GARDEN SPRINGS RD
WSDOT	0006875D0000000	I-90	GARDEN SPRINGS RD
WSDOT	0007841A0000000	I-90	CITY STREETS
WSDOT	0007903A0000000	I-90	MEDICAL LAKE RD
WSDOT	0007903B0000000	I-90	MEDICAL LAKE RD
WSDOT	0007903C0000000	I-90	NP RY
WSDOT	0007903D0000000	I-90	NP RY
WSDOT	0007954A0000000	I-90	VIADUCT STA 1396 US 2
WSDOT	0008774A0000000	I-90	3RD AV & W-E RAMP
WSDOT	0009215A0000000	I-90	SPOKANE BRIDGE RD
WSDOT	0009215B0000000	I-90	SPOKANE BRIDGE RD
WSDOT	0015438A0000000	I-90	SPRAGUE AVE
WSDOT	0015438B0000000	I-90	UPRR
WSDOT	0015947A0000000	I-90	SPRAGUE AVE
WSDOT	0015947B0000000	I-90	UPRR
WSDOT	0008774D0000000	I-90 E-E RAMP	3RD AVE & I-90
WSDOT	0007954B0000000	I-90 E-N RAMP	BROWNE ST
WSDOT	0009622D0000000	I-90 RAMP	E 2ND AVE
WSDOT	0007954C0000000	I-90 S-E RAMP	DIVISION ST
WSDOT	0008288A0000000	I-90 S-W RAMP	MCCLELLAN ST & BERNARD ST
WSDOT	0005158A0000000	I-90 WB RAMP	I-90
WSDOT	0008307A0000000	I-90 W-N RAMP	HOWARD ST
WSDOT	0008322A0000000	JEFFERSON-W RAMP	PARKING LOT
WSDOT	0019692A0000000	KRAMER PARKWAY	I-90
WSDOT	0006896B0000000	LINDEKE ST	I-90

WSDOT	0009782A0000000	MULLAN RD	I-90
WSDOT	0007423A0000000	N LIBERTY LAKE RD	I-90
WSDOT	0016720A0000000	NB US 395	FARWELL RD
WSDOT	0017177A0000000	NB US 395	FAIRVIEW RD
WSDOT	0017177B0000000	NB US 395	MARKET STREET
WSDOT	0017177C0000000	NB US 395	PARKSMITH DR & RR
WSDOT	0017278A0000000	NB US 395	LINCOLN RD
WSDOT	0017278B0000000	NB US 395 SPUR NSC	GERLACH RD
WSDOT	0017610C0000000	N-N RAMP	US 2
WSDOT	0017610E0000000	N-N RAMP	N-E RAMP
WSDOT	0015637A0000000	PARK ROAD	I-90
WSDOT	0017177F0000000	PERRY STREET	US 395
WSDOT	0006956A0000000	ROSAMOND AVE	I-90
WSDOT	0017177D0000000	SHADY SLOPE RD	US 2
WSDOT	0017177E0000000	SHADY SLOPE ROAD	US 395
WSDOT	0008611A0000000	SHERMAN ST	I-90
WSDOT	000000MP0000000	SR 206	DEADMAN CR NO 1
WSDOT	000000GP0000000	SR 27	COVE CREEK
WSDOT	0005397A0000000	SR 27	ROCK CREEK
WSDOT	0007027A0000000	SR 27	RATTLER RUN CR & UPRR
WSDOT	0007924A0000000	SR 27	UP RR
WSDOT	0010792A0000000	SR 27	I-90
WSDOT	0010792B0000000	SR 27	I-90
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	0007438A0000000	SR 290	RAILROAD
WSDOT	0008135A0000000	SR 290	SPOKANE RIVER
WSDOT	0009622A0000000	SR 290	2ND AVE
WSDOT	0009622C0000000	SR 290	2ND AVE
WSDOT	0012327A0000000	SR 290	RR SPOKANE RIVER CITY ST
WSDOT	0013145A0000000	SR 290	SPOKANE RIVER
WSDOT	0013496A0000000	SR 290	RAILROAD
WSDOT	0019509A0000000	SR 290	SPOKANE RIVER
WSDOT	0008774C0000000	SR 290 W-W RAMP	3RD AVE & W-E RAMP
WSDOT	0009622B0000000	SR 290 W-W RAMP	2ND AVE
WSDOT	0007996A0000000	SR 291	LITTLE SPOKANE RIVER
WSDOT	0018496A0000000	SR 395	BNSF RR
WSDOT	0007630A0000000	SR 902	I-90
WSDOT	0007768A0000000	SR 902	I-90
WSDOT	0019425A0000000	SR 902	I-90
WSDOT	0007768B0000000	SR 904	I-90

WSDOT	0007784A0000000	SR 904	I-90
WSDOT	0012818A0000000	SULLIVAN RD	I-90
WSDOT	0005453C0000000	THOR ST	I-90
WSDOT	0007094A0000000	US 195	I-90
WSDOT	0007094B0000000	US 195	I-90
WSDOT	0007981A0000000	US 195	NP RY
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	0002365A0000000	US 2	NP RY
WSDOT	0002701A0000000	US 2	DEEP CREEK
WSDOT	0003168B0000000	US 2	N FK DEEP CR LOWER X-ING
WSDOT	0005405A0000000	US 2	LITTLE SPOKANE RIVER
WSDOT	0006875A0000000	US 2	I-90
WSDOT	0006875B0000000	US 2	I-90
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	0009150A0000000	US 2	W-W RAMP
WSDOT	0009150B0000000	US 2	W-W RAMP
WSDOT	0012563A0000000	US 2	W BRANCH LITTLE SPOKANE
WSDOT	0013794A0000000	US 2	SPOKANE RIVER
WSDOT	0013812B0000000	US 2	LITTLE SPOKANE RIVER
WSDOT	0017610G0000000	US 2	DEADMAN CREEK
WSDOT	085839000000000	US 2	LITTLE DEEP CREEK
WSDOT	0016720C0000000	US 2 W-S RAMP	FARWELL RD
WSDOT	0004029A0000000	US 395	DRAGOON CR
WSDOT	0012781A0000000	US 395	WHITWORTH DRIVE
WSDOT	0014237A0000000	US 395	LITTLE SPOKANE R
WSDOT	0015711A0000000	US 395	HATCH ROAD
WSDOT	0015711B0000000	US 395	HATCH ROAD
WSDOT	0016720B0000000	US 395	FARWELL RD
WSDOT	0017413A0000000	US 395	BNSF RR
WSDOT	0017610A0000000	US 395	US 2
WSDOT	0017610B0000000	US 395	US 2
WSDOT	0017777A0000000	US 395	N WANDERMERE & RAMP
WSDOT	0017777B0000000	US 395	N WANDERMERE & RAMP
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	0018496B0000000	US 395	BNSF RR
WSDOT	0016720D0000000	US 395 N-E RAMP	FARWELL RD
WSDOT	0017967A0000000	US 395 SPUR NSC	LINCOLN RD
WSDOT	0008322B0000000	WALNUT-E RAMP	PARKING AREA
WSDOT	0008322C0000000	W-CEDAR RAMP	CITY STREET (JEFFERSON)
WSDOT	0017610D0000000	W-S RAMP	US 395/US 2/RAMP
WSDOT	0009150C0000000	W-W & E-E RAMPS	SUNSET HWY
WSDOT	0015947C0000000	W-W RAMP	W-N RAMP
State Park, Forest, or Reservation Agency (Spokane County)	086476000000000	PARKING ACCESS	LITTLE SPOKANE RIVER
Private	084984000000000	SUMMIT PKWY	MAPLE ST

TIP Project Cost by Funding Sources and Performance Target Categories

The Moving Ahead for Progress in the 21st Century Act of 2012, known as Map-21, includes requirements that MPOs must establish a performance management program. MPOs are also required to describe how plans and TIPs are addressing and advancing the established targets. The regionwide TIP implements the Metropolitan Transportation Plan, and all projects submitted into the TIP must first demonstrate consistency with the MTP. The System Performance Report in SRTC's MTP includes additional information on how SRTC's investments support federal performance targets.

Table 3 earlier in this document (and shown below) shows the distribution of projects and funds included in SRTC's 2025-2028 TIP, as stratified by project type.

Project Type	Number of Projects	% of Projects	Programmed Funds	% of Program
Active Transportation	6	10%	25,337,865	3%
Bridge	5	8%	17,305,509	2%
High Performance Transit	2	3%	2,500,000	0%
Planning	2	3%	4,178,035	0%
Preservation	18	29%	32,641,426	4%
Rail/Highway Crossing	1	2%	26,932,768	3%
Reconstruction	5	8%	18,244,029	2%
Roadway Capital	2	3%	5,980,000	1%
Roadway Capital - NSC	6	10%	624,663,926	71%
Safety & Security	6	10%	6,256,300	1%
Transit	4	6%	108,401,784	12%
TDM	1	2%	864,422	0%
TSMO	5	8%	7,375,722	1%
TOTAL	63	100%	880,681,786	100%

SRTC's 2025-2028 Transportation Improvement Program includes a total of 63 projects, with a total programmed value of \$880,681,786. The projects included in the TIP help the region by advancing SRTC's performance management goals:

- Safety features are a critical consideration for transportation projects. The region's TIP allocates more than \$6,000,000 in Highway Safety Improvement Program funding to projects that aim to move the needle on safety by reducing traffic fatalities and serious injuries on public roads.
- Additionally, safety-oriented elements are included in most capital projects, including those listed under other project types. For example, improvements to sidewalks and crosswalks - including

pedestrian hybrid beacons - help improve pedestrian safety and mobility. Transit projects support local and statewide safety objectives by moving trips away from automobile travel and onto public transit. Public transit trips are associated with a much lower injury and fatality rate than automobile travel.

- The funding includes over 30 million dollars for preservation projects, which are crucial to ensure that the region's infrastructure is maintained in a state of good repair.
- In the Spokane area, our bridges are crucial to maintaining access and connectivity between different parts of the region. The 2025-2028 TIP also includes over 17 million dollars for projects that will preserve critical connectivity by preserving or repairing bridges.
- The maintenance and preservation of roads and bridges is critical not only to the condition of our assets and long-term financial outlook, but also to our region's economic vitality. In addition to funding for maintenance and preservation, the SRTC TIP includes many projects that support economic vitality and freight movement. Projects such as the North South Corridor (NSC) and Sullivan/Trent Interchange promise to improve the movement of people and goods across the region.
- While the NSC will provide a fast and efficient connection between the I-90 corridor and northern part of the County, the implementation of the Division Street BRT project will also ensure that non-drivers at the northern end of the Division Street corridor have safe and multimodal access to jobs and opportunities provided by the central business district. These improvements also promise to improve overall system reliability and resiliency to disruptions by providing a quick alternative to Division Street for through trips heading north and south.
- The TIP also programs over 11 million dollars in Congestion Mitigation and Air Quality (CMAQ) funds. These funds will support projects that promise to make a positive impact on air quality and congestion by increasing transit access and bridging critical active transportation gaps. An additional 2.2 million dollars in Carbon Reduction Program (CRP) funding is programmed for congestion relief on the Argonne Road corridor, a Tier 1 Congestion Management corridor.
- Active transportation projects help improve air quality and congestion by facilitating alternative travel modes. The TIP includes eight active transportation projects, with programmed funds over \$27,000,000. Access to sidewalks and safe crossings also connects more residents to transit, further increasing opportunities to move local single occupancy vehicle trips off of the road network and improve congestion and air quality.

APPENDIX D

FEDERAL, STATE AND LOCAL REVENUES

FEDERAL REVENUES

The current federal surface transportation program, *Fixing America's Surface Transportation (FAST) Act* was signed 12/04/2015 and includes the following federal programs:

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.

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

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.

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.

Surface Transportation Block Grant (STP): 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 STP program includes sub-allocated funds based on population and flexible funds for use anywhere. STP funds are divided into the following categories:

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

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.

- **Safe Routes to Schools (TAP(SR)):** The planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school. Also, may include activities to encourage walking and bicycling to school. The state prioritizes and programs safe routes to school (SR) projects for funding.

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

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

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 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 transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan and included in the RTPO program in their respective area. WSDOT administers these funds through the state consolidated grant program.

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

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

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 PAGE DETAILS

Project pages ordered alphabetically by agency.

Washington State S. T. I. P.
2025 to 2028
(Project Funds to Nearest Dollar)
totals for years 2025 thru 2028

Report Date - October 16, 2024

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action Submit to WSDOT
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Airway Heights

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		WA373	WA-16247	04	0.130	CE	Yes	278.41	278.54	3,735,600	

Garfield Road/US 2 Roundabout Project

Construct a dual lane roundabout at the intersection of US 2 and Garfield Road to multimodal enhancements and ADA upgrades.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2026		DEMO	210,000			0	28,350	238,350
Project Totals				210,000			0	28,350	238,350

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	238,350	0	0	0
Totals	0	238,350	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Airway Heights

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0002(875)		WA-14698	18	0.380	CE	No	milepost 278.05	Milepost 277.67	10,990,000	

S.R 2 PEDESTRIAN AND MULTI-MODAL ENHANCEMENTS

The project will design/construct pedestrian, and parking improvements along U.S. Highway 2 and roundabouts at Lundstrom Street and Lawson Street. Project will include provisions for stormwater runoff treatment, plans for multi-modal facilities and other enhancements shown on the vicinity drawing.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds	Local Funds	Total
			Federal	State Fund Code			
RW	2026		0		0	500,000	500,000
Project Totals			0		0	500,000	500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	500,000	0	0	0
Totals	0	500,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Airway Heights

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	3763(001)		WA-15468	06	1.000	CE	No	US 2	West McFarlane Road	1,314,590	
South Hayford Road Preservation											
Mill and overlay along South Hayford Road											

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	678,890			0	421,250	1,100,140
Project Totals				678,890			0	421,250	1,100,140

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,100,140	0	0	0	0
Totals	1,100,140	0	0	0	0

Agency Totals for Airway Heights	Federal Funds		State Funds	Local Funds	Total
	888,890		0	949,600	1,838,490

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Deer Park

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	Y322(001)		WA-14691	04	0.440	CE	No	Third Street	N. City Limits	3,745,338	

N. Colville Reconstruction

Full roadway reconstruction and widening of driving surface, bike lane and on street parking, sidewalks to ADA Standards, storm water disposal upgrades and street lighting improvements.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
RW	2025	STBG(R)		43,250		0	6,750	50,000
CN	2026	STBG(R)		1,459,103		0	1,930,285	3,389,388
Project Totals				1,502,353		0	1,937,035	3,439,388

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	0	3,389,388	0	0	0
Totals	50,000	3,389,388	0	0	0

Agency Totals for Deer Park	Federal Funds		State Funds	Local Funds	Total
	Federal	Fund Code			
		1,502,353	0	1,937,035	3,439,388

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Fairfield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	A327(001)		WA-15469	06	0.110	CE	No	Ticknor St	Main St	304,650	

Railroad Ave Rehabilitation

Patching rehab and grind and overlay of Railroad Ave between Ticknor St and Main St. ADA curb ramps to be replaced. Project is fully funded with federal funds using Toll Credits as Local Match.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(R)	267,575		0	0	267,575
Project Totals				267,575		0	0	267,575

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	267,575	0	0	0	0
Totals	267,575	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Fairfield	267,575	0	0	267,575

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Liberty Lake

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	3848(001)		WA-15424	05	0.700	CE	No	E Country Vista Dr	N Molter Road roundabout	1,415,400	

Mission Avenue Overlay-E Country Vista Dr to N Molter Dr

Edge grind and overlay of E Mission Avenue between E Country Vista Drive and the roundabout at N Molter Road. ADA ramp upgrades will also be made within the project limits.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	959,475		0	319,825	1,279,300
Project Totals				959,475		0	319,825	1,279,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,279,300	0	0	0	0
Totals	1,279,300	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Liberty Lake	959,475	0	319,825	1,279,300

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Millwood

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4041(016)		WA-09830	03	0.330	CE	Yes	Frederick Ave	Argonne Bridge	4,444,791	

Argonne Road, Empire to Liberty Congestion Relief

This project will add left turn lanes at the signalized intersections of Argonne/Empire(Euclid) and Argonne/Liberty and the unsignalized intersection at Argonne/Dalton. The project will extend pedestrian and bicycle facilities to the north and add decorative lighting to the downtown core, add widening for turn lanes on minor streets, and add median islands at the turn lanes for safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds	Local Funds	Total
			Federal Funds	State Fund Code			
CN	2025		0	TIB	1,278,255	0	1,278,255
Project Totals			0		1,278,255	0	1,278,255

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,664,046	1,278,255	0	0	0
Totals	2,664,046	1,278,255	0	0	0

Agency Totals for Millwood	Federal Funds		State Funds	Local Funds	Total
	Federal Funds	State Funds			
	0	1,278,255	1,278,255	0	1,278,255

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3756(006)		WA-15416	05	0.370	CE	No	Stevens St	Division St	763,000	

3rd Ave - Stevens to Division Grind & Overlay

Pavement grind & overlay of approximately 2,000 linear feet of 3rd Ave. from Stevens St. to Division St. ADA ramps will be upgraded where needed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	470,701		0	223,299	694,000
Project Totals				470,701		0	223,299	694,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	600,000	94,000	0	0	0
Totals	600,000	94,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-15747	05	1.030	CE	Yes	Walnut St (3rd Ave); 3rd Ave (Stevens St)	Stevens St. (3rd Ave.); 8th Ave. (Stevens St.)	3,689,000	

3rd Ave. - Stevens St. Grind and Overlay

Grind and overlay, pavement repair, crack sealing. Install or replace curb ramps, as needed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2025		NHPP	34,000		0	6,000	40,000
CN	2026		NHPP	2,895,000		0	511,000	3,406,000
Project Totals				2,929,000		0	517,000	3,446,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	40,000	0	0	0	0
CN	0	3,406,000	0	0	0
Totals	40,000	3,406,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	000S(663)		WA-14954	28		CE	Yes	Various	Various	1,929,000	

Arterial Pedestrian Hybrid Beacons

Install Pedestrian Hybrid Beacons and associated sidewalk and crosswalk improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		HSIP	1,621,000			0	0	1,621,000
Project Totals				1,621,000			0	0	1,621,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,621,000	0	0	0	0
Totals	1,621,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(079)		WA-15608	14	0.830	CE	No	Varios	Various	4,665,400	

Bridge Deck Repair Bundle

Bundled bridge preventative maintenance project comprised of four bridges: Greene St., Freya at SIRR, Freya at BNRR, and Havana St. Work includes deck sealing and a thin polyester concrete overlay to seal and protect the bridge deck surface.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2026	BR	4,028,700		0	0	4,028,700
Project Totals			4,028,700		0	0	4,028,700

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	4,028,700	0	0	0
Totals	0	4,028,700	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	1220(041)		WA-14714	14	0.050	CE	Yes	50 feet south of Bridge	50 feet north of Bridge	2,037,000	

Chestnut St. Bridge

Hydraulic study, riprap placement, channel and bank grading and stream restoration.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		BR	100,000			0	0	100,000
CN	2026		BR	1,629,000			0	0	1,629,000
Project Totals				1,729,000			0	0	1,729,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	1,629,000	0	0	0
Totals	100,000	1,629,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	1220(044)		WA-14713	28		CE	Yes	n/a	n/a	4,931,720	

Fish Lake Trail Connection to Centennial Trail Phase 1

Project will build a shared-use path connection from the Fish Lake Trailhead at Lindeke north along Government ending near 5th Ave and down the old railroad grade to tie into Thorpe Road.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		TA(UL)	49,725			0	15,275	65,000
CN	2026			0			0	887,085	887,085
CN	2026		TA(UL)	1,242,488			0	372,746	1,615,234
CN	2026		CMAQ	1,383,440			0	415,032	1,798,472
Project Totals				2,675,653			0	1,690,138	4,365,791

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	65,000	0	0	0	0
CN	0	3,000,000	1,300,791	0	0
Totals	65,000	3,000,000	1,300,791	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		WA376	WA-15899	03	0.150	CE	Yes	150 feet south, west and east of intersection	250 ft north of the intersection	4,870,000	

Freya / Palouse Roundabout

Reconstruction of the intersection and install a roundabout.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2025		DEMO	96,000		0	24,000	120,000
CN	2026		DEMO	3,512,000		0	758,000	4,270,000
Project Totals				3,608,000		0	782,000	4,390,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	120,000	0	0	0	0
CN	0	2,000,000	2,270,000	0	0
Totals	120,000	2,000,000	2,270,000	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	1220(043)		WA-08404	28	2.140	CE	Yes	Children of the Sun Trail	Fancher	6,674,000	

Millwood Trail - Children of the Sun Trail to Fancher

Construct paved multiuse path along south side of Spokane River.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
RW	2025			0	MAW	100,000	0	100,000
CN	2026			0	MAW	5,050,000	517,000	5,567,000
Project Totals				0		5,150,000	517,000	5,667,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	2,567,000	3,000,000	0	0
Totals	100,000	2,567,000	3,000,000	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	1220(042)		WA-14711	28	0.900	CE	No	Howard	Sherman	9,157,000	

Pacific Avenue Greenway

Design and build a Neighborhood Greenway along Pacific Avenue and two blocks of alley between Howard Street and Sherman Street. Includes two new traffic signals at the Browne and Division intersections.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Funds			
PE	2025				0	MAW	400,000	400,000
CN	2026				0	MAW	3,500,000	3,500,000
CN	2027		CMAQ		371,000		186,376	557,376
CN	2027		TA(UL)		2,807,121		1,414,503	4,221,624
Project Totals					3,178,121		3,900,000	8,679,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	400,000	0	0	0	0
CN	0	3,500,000	4,779,000	0	0
Totals	400,000	3,500,000	4,779,000	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3850(008)		WA-11645	05	0.220	CE	No	Monroe Street	Wall Street	1,774,000	

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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2026	STBG(UL)		689,000		0	924,000	1,613,000
Project Totals				689,000		0	924,000	1,613,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,613,000	0	0	0
Totals	0	1,613,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	3820(002)		WA-15420	28	0.590	CE	Yes	various	various	1,959,767	

Scott Elementary Sidewalk

Install sidewalk with curb, ADA curb ramps, pedestrian scale crossing illumination, curb extensions/bulb-outs.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Amount			
RW	2025		SRTS		32,700	0	0	32,700
CN	2025		SRTS		1,457,914	0	293,965	1,751,879
Project Totals					1,490,614	0	293,965	1,784,579

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	32,700	0	0	0	0
CN	1,751,879	0	0	0	0
Totals	1,784,579	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(080)		WA-15748	05	1.010	CE	Yes	Freya St. (Sprague); Freya St. (Alki)	Havana St. (Freya); Havana St. (Broadway)	3,768,000	

Sprague - Alki/Broadway Grind and Overlay

Grind and overlay, pavement repair, crack sealing. Install or replace curb ramps as needed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2025		NHPP	34,000		0	6,000	40,000
CN	2026		NHPP	2,957,000		0	522,000	3,479,000
Project Totals				2,991,000		0	528,000	3,519,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	40,000	0	0	0	0
CN	0	3,479,000	0	0	0
Totals	40,000	3,479,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(065)		WA-08171	28	3.200	CE	Yes	Royal St.	Deer Heights Rd	4,878,631	

Sunset Hwy (US2) Bicycle Facilities/Shared Use Path

Construct shared use path along Sunset between Deer Heights and Royal; Construct sidewalk segments to support transit stop locations; Provide pedestrian crossings with refuge islands at key crossing locations. Design funding programmed for Royal to Deer Heights. Project will be CN in phases. Phases 1 RW & CN is from Spotted to Royal. Project using Programmatic Match.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds			Local Funds	Total
				State Fund Code	State Funds	Local Funds		
RW	2025		STBG(UL)		224,000	0	0	224,000
CN	2026		STBG(UL)		2,117,500	0	0	2,117,500
CN	2027		STBG(UL)		2,000,000	0	0	2,000,000
Project Totals					4,341,500	0	0	4,341,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	224,000	0	0	0	0
CN	0	2,117,500	2,000,000	0	0
Totals	224,000	2,117,500	2,000,000	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0195(072)		WA-14712	21	0.500	CE	Yes	850' S of Eagle Ridge Blvd.	1500' N. of Meadowlane	2,417,000	

US 195 / Meadowlane

Intersection improvements at the US-195/Meadowlane intersection including a J-turn at the north end, and relocate the west leg of the Meadowlane intersection to be in line with Eagle Ridge Boulevard. Add a southbound right turn lane and a southbound acceleration lane at the new Eagle Ridge intersection.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2025	STBG(UL)		1,449,641		0	730,359	2,180,000
Project Totals				1,449,641		0	730,359	2,180,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,180,000	0	0	0	0
Totals	2,180,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(081)		WA-15417	05	0.360	CE	No	8th Ave.	3rd Ave.	1,032,000	

Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay

Pavement grind and overlay curb to curb of 1,900 lineal feet of Washington St. from 8th Ave. to 3rd Ave. Replace ADA ramps where needed to meet current standards.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2026		STBG(UL)	703,650		0	234,550	938,200
Project Totals				703,650		0	234,550	938,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	938,200	0	0	0
Totals	0	938,200	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3936(006)		WA-15415	05	1.130	CE	No	Maple St	Division St	577,000	

Wellesley Ave - Maple to Division Chip Seal

Pavement chip seal of nearly 6,000 linear feet of road from the Maple/Wellesley intersection to westerly approach of the Wellesley/Division intersection.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	384,000		0	128,000	512,000
Project Totals				384,000		0	128,000	512,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	512,000	0	0	0	0
Totals	512,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	3936(005)	WA325	WA-14715	03	0.450	CE	Yes	east of Freya St.	Havana St.	4,995,000	

Wellesley Ave. - Freya to Havana

Full reconstruction of Wellesley Ave. within the project limits, widening for turn lanes at intersections. Includes new sidewalk, ADA ramps, lighting, drainage improvements and bike facilities.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025	DEMO		191,667		0	29,913	221,580
RW	2025	NHFP		43,000		0	6,711	49,711
CN	2025	DEMO		2,972,500		0	463,916	3,436,416
Project Totals				3,207,167		0	500,540	3,707,707

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	271,291	0	0	0	0
CN	436,416	3,000,000	0	0	0
Totals	707,707	3,000,000	0	0	0

Federal Funds			State Funds	Local Funds	Total
Agency Totals for Spokane			9,050,000	8,669,730	53,216,477

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	000S(685)		C3328	21		CE	No	Various	Various	369,000	

2023 Horizontal Curve Signing

Install/upgrade horizontal curve signing

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		HSIP	318,000			0	0	318,000
Project Totals				318,000			0	0	318,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	318,000	0	0	0	0
Totals	318,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	M325(008)		C3329	21		CE	Yes	Bruce Rd	Peone Rd	1,807,000	

Bruce Road and Peone Road Roundabout

Install a roundabout.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		HSIP	179,000			0	0	179,000
CN	2026		HSIP	1,424,000			0	0	1,424,000
Project Totals				1,603,000			0	0	1,603,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	179,000	0	0	0	0
CN	0	1,424,000	0	0	0
Totals	179,000	1,424,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	3958(003)		3314	04	0.380	CE	No	MP 0.00	MP 0.38	1,310,175	

Cascade Way Reconstruction-Wall to Normandie

Full depth pavement reconstruction including road base. Narrowing of drive lanes and widening of bike lanes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
			Federal	Fund Code					
CN	2025			STBG(UL)		958,000	0	129,330	1,087,330
Project Totals						958,000	0	129,330	1,087,330

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,087,330	0	0	0	0
Totals	1,087,330	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	3830(007)		C3316	11	0.030	CE	Yes	0.21	0.24	5,288,000	

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.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		BR	100,000			0	0	100,000
CN	2026		BR	4,707,630			0	0	4,707,630
Project Totals				4,807,630			0	0	4,807,630

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	4,707,630	0	0	0
Totals	100,000	4,707,630	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-14682	18	0.000	CE	No	N/A	N/A	1,296,632	

Commuter Trip Reduction 2024-2026

Trip reduction, innovative transportation demand management strategies and educational outreach

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PL	2025		CMAQ		330,641		0	101,569	432,210
PL	2027		CMAQ		330,642		0	101,570	432,212
Project Totals					661,283		0	203,139	864,422

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	432,210	0	432,212	0	0
Totals	432,210	0	432,212	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	N326(005)		3318	21	0.250	CE	No	MP 1.35	MP1.60	929,000	

Coulee Hite Railroad Safety Project

Install railroad advanced warning sign, flashing beacon, and red flashing light signal

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		HSIP	817,000			0	0	817,000
Project Totals				817,000			0	0	817,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	817,000	0	0	0	0
Totals	817,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3881(013)		C3335A	05	1.210	CE	No	0	1.21	1,586,000	

Country Homes Boulevard Preservation

Grind and inlay, extend and widen bike lane, and upgrade curb ramps.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2025	NHPP	1,417,000			0	0	1,417,000
Project Totals			1,417,000			0	0	1,417,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,417,000	0	0	0	0
Totals	1,417,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	32D1(002)		3327	05	1.140	CE	No	MP 2.87	MP 4.01	1,078,000	

Deer Park - Milan Rd Preservation

Grind and inlay preservation project

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(R)	731,515			0	251,500	983,015
Project Totals				731,515			0	251,500	983,015

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	983,015	0	0	0	0
Totals	983,015	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	2032(138)		C3333	11	0.030	CE	Yes	1.14	1.17	3,057,000	

Gordon Road Bridge No.1506

Remove the existing 111'-0" single span prestressed concrete bridge and replace with a single span bridge, 112.33 feet long, 26.0 feet wide, composed of WF series deck girders supported on steel piling. This replacement bridge will be in the footprint of the existing bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		BR	100,000			0	0	100,000
CN	2026		BR	2,640,179			0	0	2,640,179
Project Totals				2,740,179			0	0	2,740,179

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	2,640,179	0	0	0
Totals	100,000	2,640,179	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4101(001)		WA-14683	04	1.600	CE	Yes	MP 0.10	MP 1.81	7,898,570	

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 Euclid and Wellesley will be constructed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
RW	2025		STBG(UL)	2,051,000		0	276,884	2,327,884
CN	2026		CMAQ	1,605,000		0	216,675	1,821,675
CN	2027		CMAQ	1,605,000		0	216,675	1,821,675
Project Totals				5,261,000		0	710,234	5,971,234

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	2,327,884	0	0	0	0
CN	0	1,821,675	1,821,675	0	0
Totals	2,327,884	1,821,675	1,821,675	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	000S(689)		C3330	21	0.030	CE	Yes	0.92	0.95	605,000	

Hastings Rd Channelization-Wall Street & Graves Rd Ped. Safety

Replace median with concrete channelization, install signing, delineation, and pavement markings. Relocate crosswalk, widen road, reconstruct sidewalk/path, RRFB, raised median island.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		HSIP	17,000			0	0	17,000
CN	2025		HSIP	491,000			0	0	491,000
Project Totals				508,000			0	0	508,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	17,000	0	0	0	0
CN	491,000	0	0	0	0
Totals	508,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3999(011)		C3336	05	1.100	CE	No	1.35	2.45	2,359,000	

Market Street Preservation

Overlay roadway, widen shoulders, and upgrade to crosswalks and curb ramps.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2025	NHPP	2,131,000			0	0	2,131,000
Project Totals			2,131,000			0	0	2,131,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,131,000	0	0	0	0
Totals	2,131,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3892(001)		WA-14086	04	0.070		Yes	I/S Wellesley Ave	I/S Appleway Ave	1,398,000	

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.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2025		HSIP	46,000		0	0	46,000
CN	2025		HSIP	1,217,000		0	126,300	1,343,300
Project Totals				1,263,000		0	126,300	1,389,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	46,000	0	0	0	0
CN	1,343,300	0	0	0	0
Totals	1,389,300	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Co.	23,216,607	0	1,420,503	24,637,110

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-15459	23		CE	No	N/A	N/A	13,700,000	

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.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		CMAQ	1,200,000		WSDOT	500,000	2,000,000	3,700,000
CN	2026			0		WSDOT	5,000,000	1,250,000	6,250,000
CN	2027			0		WSDOT	3,000,000	750,000	3,750,000
Project Totals				1,200,000			8,500,000	4,000,000	13,700,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,700,000	6,250,000	3,750,000	0	0
Totals	3,700,000	6,250,000	3,750,000	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-14727	23		CE	Yes	N/A	N/A	187,776,082	

Division Line: Division BRT Construction and Implementation

Subject to full funding, construct and implement Division BRT, 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 construction and implementation phases.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2026			0	WSDOT	500,000	1,000,000	1,500,000
CN	2027	5309	100,982,082		WSDOT	37,894,000	47,400,000	186,276,082
Project Totals			100,982,082			38,394,000	48,400,000	187,776,082

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	1,500,000	0	0	0
CN	0	0	54,000,000	90,000,000	42,276,082
Totals	0	1,500,000	54,000,000	90,000,000	42,276,082

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-14717	23		CE	No	N/A	N/A	6,600,000	

Division St BRT Project Development

This project will complete initiate and complete all project development activities for the project, including design and engineering, environmental review, project visualizations, travel demand modeling, public outreach, cost estimating, value engineering, contracting plans, project management plan and sub-plans, real estate acquisition plans, and so forth.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2025	5307		1,000,000		0	4,600,000	5,600,000
PE	2026			0		0	1,000,000	1,000,000
Project Totals				1,000,000		0	5,600,000	6,600,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	5,600,000	1,000,000	0	0	0
Totals	5,600,000	1,000,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-07237	23	0.000	CE	No	NA	NA	8,337,801	

Fixed Route Bus Purchase (5339)

Purchase diesel/electric buses for fixed route transit service.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		5339	3,296,865			0	824,216	4,121,081
CN	2026		5339	1,182,869			0	208,742	1,391,611
CN	2027		5339	1,194,698			0	210,829	1,405,527
CN	2028		5339	1,206,645			0	212,937	1,419,582
Project Totals				6,881,077			0	1,456,724	8,337,801

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	4,121,081	1,391,611	1,405,527	1,419,582	0
Totals	4,121,081	1,391,611	1,405,527	1,419,582	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04660	23	0.000	CE	No	NA	NA	81,046,929	

Preventive Maintenance

Eligible preventive maintenance activities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		5307	25,548,585			0	6,387,146	31,935,731
CN	2026		5307	12,966,225			0	3,241,556	16,207,781
CN	2027		5307	13,095,887			0	3,273,972	16,369,859
CN	2028		5307	13,226,846			0	3,306,711	16,533,557
Project Totals				64,837,543			0	16,209,385	81,046,928

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	31,935,731	16,207,781	16,369,859	16,533,558	0
Totals	31,935,731	16,207,781	16,369,859	16,533,558	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-09380	23		CE	No	N/A	N/A	5,317,055	

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).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2025	5310		1,288,636		0	757,074	2,045,710
CN	2026	5310		680,073		0	399,543	1,079,616
CN	2027	5310		686,874		0	403,538	1,090,412
CN	2028	5310		693,743		0	407,574	1,101,317
Project Totals				3,349,326		0	1,967,729	5,317,055

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,045,710	1,079,616	1,090,412	1,101,317	0
Totals	2,045,710	1,079,616	1,090,412	1,101,317	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Transit	178,250,028	46,894,000	77,633,838	302,777,866

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0027(020)	WA334	WA-10615	22	0.560	CE	Yes	Mirabeau Parkway	800' North of Trent (on Cement)	43,371,026	

Pines Road/BNSF Grade Separation

Construct a grade-separated intersection for Pines Road (SR 27) at the BNSF railway crossing. The project proposes a Pines Road underpass at the railroad tracks; lowers the intersection and adds lanes at the nearby Pines Road/Trent Avenue (SR 290).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2025	RAISE		21,689,221		0	0	21,689,221
CN	2025			0	MAW	5,000,000	243,547	5,243,547
Project Totals				21,689,221		5,000,000	243,547	26,932,768

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	15,000,000	14,961,208	0	0	0
Totals	15,000,000	14,961,208	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4103(017)		WA-15717	05	1.000	CE	Yes	8th Ave.	24th Ave.	4,697,000	

S Sullivan Rd. Preservation

Pavement repair, overlay, fill sidewalk gaps, ITS facilities, and elevation of crossing improvements on 12th Ave.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2025		NHPP	240,000			0	0	240,000
CN	2026		NHPP	3,465,000			0	740,000	4,205,000
Project Totals				3,705,000			0	740,000	4,445,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	240,000	0	0	0	0
CN	0	4,205,000	0	0	0
Totals	240,000	4,205,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04		WA330	WA-14652	03	0.200	CE	Yes	Appleway Ave.	Sprague Ave.	5,200,000	

S. Barker Rd. (Appleway-Sprague)

Construct three lane urban section with bike lanes, sidewalks, and storm water facilities. Signal improvements and intersection rechannelization at Appleway intersection as required.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025	DEMO	1,117,000	Freight Mobility	2,683,000	0	3,800,000
Project Totals			1,117,000		2,683,000	0	3,800,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,800,000	0	0	0	0
Totals	3,800,000	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	3840(014)		WA-15426	05	1.000	CE	Yes	Bowdish Rd.	McDonald Rd.	3,081,104	

Sprague Preservation at SR 27

Pavement preservation with locations of full depth patching.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2025		STBG(UL)	103,800		0	16,200	120,000
CN	2026		STBG(UL)	1,396,200		0	217,904	1,614,104
CN	2026		NHPP	1,254,043		0	0	1,254,043
Project Totals				2,754,043		0	234,104	2,988,147

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	120,000	0	0	0	0
CN	0	2,868,147	0	0	0
Totals	120,000	2,868,147	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4103(016)		WA-15428	05	1.000	CE	Yes	Spokane River	Kiernan	3,290,496	

Sullivan Preservation - Spokane River to Kiernan

Pavement preservation with locations of full depth patching.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2025		STBG(UL)	43,250		0	6,750	50,000
CN	2026		STBG(UL)	1,383,010		0	1,657,486	3,040,496
Project Totals				1,426,260		0	1,664,236	3,090,496

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	0	3,040,496	0	0	0
Totals	50,000	3,040,496	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: Spokane Valley

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9932(078)	WA350	WA-13031	03	0.630	CE	Yes	Kiernan Ave	Wellesley Ave	42,624,991	

Sullivan/Trent Interchange

Interchange reconstruction of Sullivan Road over SR 290 (Trent) and BNSF Railway tracks. Replaces both Sullivan Rd bridges over Trent Ave and modifies the on/off ramp connections on Trent Ave.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2025		DEMO	2,650,000		0	413,584	3,063,584
Project Totals				2,650,000		0	413,584	3,063,584

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,063,584	0	0	0	0
Totals	1,063,584	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Spokane Valley	33,341,524	7,683,000	3,295,471	44,319,995

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County: Spokane

Agency: SRTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-14866	18	0.000	CE	No	N/A	N/A	578,035	

2026 Metropolitan Transportation Planning

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.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2026		STBG(UL)	500,000		0	78,035	578,035
Project Totals				500,000		0	78,035	578,035

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	578,035	0	0	0
Totals	0	578,035	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for SRTC	500,000	0	78,035	578,035

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9999(853)	600026J	600026J32	44	0.000	CE	No	0.00	0.00	2,958,469	

Eastern Region - TMC Equipment Replacement

Remove, replace and upgrade obsolete equipment at Transportation Management Center. Upgrade HAR communication technology, existing system communication is obsolete.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025	STBG	1,375,005	MVA	28,061	0	1,403,066
Project Totals			1,375,005		28,061	0	1,403,066

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,403,066	0	0	0	0
Totals	1,403,066	0	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9999(900)	600026I	600026I32	21	0.000	CE	No	0.00	0.00	437,302	

Eastern Region Major Electrical Rehabilitation - RWIS Rebuild

Remove and replace obsolete RWIS Systems throughout the Region.

Also in NEW, QuadCo, and Palouse RTPOs. Amount shown is for work in SRTC MPO.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025	STBG	387,659	MVA	7,912	0	395,571
Project Totals			387,659		7,912	0	395,571

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	117,944	277,627	0	0	0
Totals	117,944	277,627	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0904(130)	609019G	609019G32	21	60.600	CE	No	192.00	272.60	1,852,400	

I-90/Guardrail Basic Safety - Rehabilitation

Remove, replace and rehabilitate existing guardrail, insure terminals are crashworthy and system meets standards.
Also in QuadCo RTPO. Amount shown is for work in SRTC MPO.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025	NHPP	1,692,656	MVA	34,544	0	1,727,200
Project Totals			1,692,656		34,544	0	1,727,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,700,000	27,200	0	0	0
Totals	1,700,000	27,200	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0906(243)	609002B	609002B32	28	2.000	EA	No	282.00	284.00	8,000,000	

I-90/Liberty Park Land Bridge

Design a land bridge to re-connect the communities on the north and south side of Interstate 90.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025	RAISE	2,000,000		MAW	2,000,000	0	4,000,000
Project Totals			2,000,000			2,000,000	0	4,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,500,000	1,500,000	0	0	0
Totals	2,500,000	1,500,000	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609068A	609068A32	21	0.030	CE	No	86.53	86.56	1,225,500	

I-90/Pines Interchange South - Signal Replacement

Remove and replace signal at the end of its useful service life.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2026		NHPP	173,808		MVA	7,242	0	181,050
CN	2028		NHPP	1,023,561		MVA	20,889	0	1,044,450
Project Totals				1,197,369			28,131	0	1,225,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	15,741	157,428	7,881	0
CN	0	0	0	502,449	542,001
Totals	0	15,741	157,428	510,330	542,001

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		609099S	609099S32	44	5.000	CE	No	292.00	297.00	1,574,000	

I-90/Transportation System Management & Operation (TSMO) Improvement

Various TSMO improvements from I-90/SR 904 interchange to Idaho state line including additional variable message signs, ramp meters, variable speed limits, queue warning detection/messaging with ATMS (automated traffic management system) lane assignment, and wrong way detection/notification.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2025	DEMO		862,489	MVA	111,511	0	974,000
CN	2025			0	Freight Mobility	600,000	0	600,000
Project Totals				862,489		711,511	0	1,574,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,404,392	169,608	0	0	0
Totals	1,404,392	169,608	0	0	0

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600016D	600016D032	01	1.810	EIS	No	283.78	285.59	63,222,700	

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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
CN	2026		0	CWA	58,583,200	58,583,200
Project Totals			0		58,583,200	58,583,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	343,536	14,196,588	18,225,038	25,818,038
Totals	0	343,536	14,196,588	18,225,038	25,818,038

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600016B	600016B032	01	1.350	EIS	No	282.37	283.72	73,417,800	

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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2026		0	CWA	67,980,000	0	67,980,000
Project Totals			0		67,980,000	0	67,980,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	18,863,108	25,063,441	23,767,278	286,174
Totals	0	18,863,108	25,063,441	23,767,278	286,174

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

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October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600016C	600016C032	01	0.440	EIS	No	283.25	283.69	88,388,100	

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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
CN	2026		0	CWA	81,892,800	81,892,800
Project Totals			0		81,892,800	81,892,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	10,798,993	29,591,559	29,225,571	12,276,677
Totals	0	10,798,993	29,591,559	29,225,571	12,276,677

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600016E	600016E032	01	1.000		No	282.92	283.92	83,367,400	

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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
CN	2027		0	CWA	77,352,800	77,352,800
Project Totals			0		77,352,800	77,352,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	10,413,370	20,062,376	46,877,054
Totals	0	0	10,413,370	20,062,376	46,877,054

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600015P	600015P32	08	0.670	EIS	Yes	157.88	158.55	248,907,355	

US 395/NSC Sprague Ave to Spokane River - Stage 2

This project provides for the improvement of the North Spokane Corridor from Milepost 158.03 to Ermina Ave by constructing two two lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025			0	CWA	235,539,973	0	235,539,973
Project Totals				0		235,539,973	0	235,539,973

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	48,011,516	56,204,059	56,907,896	56,204,059	18,212,443
Totals	48,011,516	56,204,059	56,907,896	56,204,059	18,212,443

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: SRTC

Y Inside

N Outside

October 16, 2024

County:

Agency: WSDOT - EAST

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		600015Q	600015Q32	08	0.650	EIS	Yes	157.23	157.88	105,963,771	

US 395/NSC Sprague Ave to Spokane River - Stage 3

This project provides for the improvement of the North Spokane Corridor from Sprague Avenue to Milepost 158.03 by constructing two two lanes in each direction by grading, drainage, paving, structures, erosion control, traffic control, site preparation and other work.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025			0	CWA	103,315,153	0	103,315,153
Project Totals				0		103,315,153	0	103,315,153

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	30,167,896	36,864,051	35,857,032	426,174	0
Totals	30,167,896	36,864,051	35,857,032	426,174	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - EAST	7,515,178	627,474,085	0	634,989,263

APPENDIX F

ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of State & Highway Transportation Officials	MFDU	Multi-Family Dwelling Unit
AADT	Average Annual Daily Traffic	MFT	Motor Fuel Tax
ADA	Americans with Disabilities Act	MP	Mile Post
ADT	Average Daily Traffic	MPA	Metropolitan Planning Area
APTA	American Public Transit Association	MPO	Metropolitan Planning Organization
ATMS	Advanced Traffic Management Systems	MSA	Metropolitan Statistical Area
AWDT	Average Weekday Traffic	MTP	Metropolitan Transportation Plan
AQ	Air Quality	MUTCD	Manual of Uniform Traffic Control Devices
BAB	Bicycle Advisory Board	MVEB	Motor Vehicle Emissions Budget
BNSF	Burlington Northern/Santa Fe	MVET	Motor Vehicle Excise Tax
CAW	Clean Air Washington Act	MVFT	Motor Vehicle Fuel Tax
CB	Census Block	MVT	Motor Vehicle Trips
CBD	Central Business District	NAA	Nonattainment Area
CDBG	Community Development Block Grant	NAICS	North American Industrial Classification System
CDF	Community Development Funds	NAAQS	National Ambient Air Quality Standards
CMAQ	Congestion Mitigation & Air Quality Program	NBI	National Bridge Inventory
CMP	Congestion Management Process	NBIS	National Bridge Inspection Standards
CMSA	Consolidated Metropolitan Statistical Area	NEPA	National Environmental Policy Act
CO	Carbon Monoxide	NHS	National Highway System
CRAB	County Road Administration Board	NHPP	National Highway Performance Program
CS	Complete Streets	NTI	National Transit Institute
CT	Census Tract	O3	Ozone
CTED	Community Trade and Economic Development	O&M	Operating & Maintenance
CTR	Commute Trip Reduction	PE	Preliminary Engineering
CRP	Carbon Reduction Program		
CY	Calendar Year	PM-2.5	Particulate Matter - 2.5 Microns in size and less
DBE	Disadvantaged Business Enterprise	PM-10	Particulate Matter-10 Microns
DNS	Determination of Non-Significance	PMS	Pavement Management System
DU	Dwelling Unit	PPP	Public Private Partnership
DVMT	Daily Vehicle Miles of Travel	PPP	Public Participation Plan
EIS	Environmental Impact Statement	PTBA	Public Transportation Benefit Area
EJ	Environmental Justice	PUD	Planned Unit Development
EPA	Environmental Protection Agency	PWTF	Public Works Trust Fund (Funding Program)
ETC	Employee Transportation Coordinator	RCW	Revised Code of Washington
FFY	Federal Fiscal Year	RFP	Requests for Proposals
FGTS	Freight and Goods Transportation System	RID	Road Improvement District
FHWA	Federal Highway Administration	ROW	Right of Way
FMSIB	Freight Mobility Strategic Investment Board	RTA	Regional Transportation Authority
FTA	Federal Transit Administration	RTPO	Regional Transportation Planning Organization
GIS	Geographic Information System	SEPA	State Environmental Policy Act
GMA	Growth Management Act	SFDU	Single Family Dwelling Unit
HAR	Highway Advisory Radio	SIA	Spokane International Airport
HCM	Highway Capacity Manual	SIP	State Implementation Plan (For Air Quality)
HCT	High-Capacity Transit	SOV	Single Occupancy Vehicle
HOV	High Occupancy Vehicle	SRTC	Spokane Regional Transportation Council
HTF	Highway Trust Fund	SRTMC	Spokane Regional Transportation Management Center
HU	Housing Unit	STA	Spokane Transit Authority
I-90	Interstate Route 90	STBG	Surface Transportation Block Grant
ITS	Intelligent Transportation Systems	STP	Surface Transportation Program
IVHS	Intelligent Vehicle Highway System	STIP	Statewide Transportation Improvement Program
JARC	Job Access and Reverse Commute	TAP	Transportation Alternatives Program

LEP	Limited English Proficiency	TAC	Transportation Advisory Committee
LID	Local Improvement District	TAZ	Transportation Analysis Zone
LOS	Level of Service	TBD	Transportation Benefit District
LU	Land Use	TDM	Transportation Demand Management
MAB	Metropolitan Area Boundary	TIA	Transportation Impact Analysis
TIB	Transportation Improvement Board	UGB	Urban Growth Boundary
TIGER	Transportation Investment Generating Economic Recovery (Grant)	UIA	Urban Impact Area
TIP	Transportation Improvement Program	UPWP	Unified Planning Work Program
TMA	Transportation Management Areas	USDOT	United States Department of Transportation
TRB	Transportation Research Board	UZA	Urbanized Area
TSM	Transportation Systems Management	V/C	Volume to Capacity Ratio
TTC	Transportation Technical Committee	VMT	Vehicle Miles Traveled
UAB	Urban Area Boundary	WSDOT	Washington State Department of Transportation
UGA	Urban Growth Area	WSTC	Washington State Transportation Commission

APPENDIX G

PUBLIC COMMENTS

1 Date Received	Name	Method	Project/Topic
09/03/2024	J Ramsey	Email	STIP ID: WA-15899

Comment

This is a much needed improvement to this intersection.

Agency Response

None

Jurisdiction Response

N/A

2 Date Received	Name	Method	Project/Topic
09/03/2024	Andrea Oien	Email	Work on Harvard

Comment

Is their plans to make a round about or light at the intersection of Harvard and Euclid? Trying to cross Harvard or make a left turn from Euclid, onto Harvard is very difficult, especially when there is a line of cars heading eastbound on Euclid. Also, any plans for a bike lane on Euclid onto river rd? People are always riding their bike or walking on river road and it is very dangerous because there is no room.

Thank you.

Agency Response

Hello Andrea,

Thank you for your comment regarding a project in the SRTC Transportation Improvement Program (TIP), specifically Harvard Road Phase 2. I apologize for our delay in response. Harvard Road is under the management of Spokane County; we've included Jake Saxon in this response in case you have any follow-up questions. The Harvard Road Project description is below:

Phase 2

From south of Euclid Avenue to the BNSF railroad crossing near Trent Avenue;

- Intersection improvements at Harvard & Wellesley, which includes installing a traffic signal;
- Realign portions of the roadway,
- Add pedestrian & bicycle facilities to the east side of the road through a combination of sidewalks, shared-use path, on-street bike lanes, and paved shoulders; and
- Evaluate potential improvements at Harvard and Euclid (current project funding does not include this improvement).

Construction is estimated for the 2026 or 2027 construction season. SRTC does not have any information regarding bike lanes on Euclid, so please contact Spokane County for further information. Please feel free to reach out with any other questions or comments you may have on the SRTC Transportation Improvement Program.

Sincerely,
Savannah Hayward

Jake Saxon at Spokane County was Cc'd on the response.

Jurisdiction Response

N/A

3 Date Received	Name	Method	Project/Topic
09/26/2023	Tim Colliver	2025-2028 TIP Public Meeting (Zoom Chat)	Division Street BRT

Comment

Are those new lanes? Or will you be eliminating lanes on Division?

Agency Response

Ryan Stewart directed the question to Don Skillingstad at the Spokane Transit Authority, who was in the meeting.

Jurisdiction Response

At the 09/26/2023 meeting, Skillingstad explained that a general-purpose lane would be repurposed on Division in both the North and South bound directions. This will approximately stretch from the river to the Division Y up North. The design work has just begun so it is not clear on where those terminations will exactly be. On 10/11/2023, STA provided clarification that the general purpose lane will be re-purposed and used as a bus only and right turn only lane. This will improve travel times for buses and retain access to all destinations along Division St. and Ruby St.