Spokane Regional Transportation Council

Transportation Technical Committee Meeting

Wednesday, March 26, 2025 at 1:00 PM
Hybrid In Person/Virtual Meeting

- **In Person: 421 W Riverside Ave, Suite 504, Spokane WA 99201**
- **Online via Zoom:**

https://us02web.zoom.us/j/81656202452?pwd=ko00IK05dn3InHnTeoD5VRTtBLLqA6.1
Meeting ID: 816 5620 2452 | Passcode: 547271

By Phone 1-253-215-8782
Meeting ID: 816 5620 2452 | Passcode: 547271
Or find your local number: https://us02web.zoom.us/u/kbB00xwxF

SRTC welcomes public comments at the Transportation Technical Committee meetings.
The deadline for submitting written comments is 10:00 am on the day of the meeting and can be submitted:

- By email: contact.srtc@srtc.org
- By mail: 421 W Riverside Ave Suite 500, Spokane WA 99201
- By phone: 509.343.6370

Verbal comments may also be provided during the comment period at the beginning of the meeting.

SRTC is committed to nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act. Reasonable accommodations can be requested by contacting the SRTC office by telephone at 509-343-6370 or by email at contact.srtc@srtc.org at least 48 hours in advance.

Spokane Regional Transportation Council

Transportation Technical Committee Meeting Agenda

Wednesday, March 26, 2025 – 1:00pm

Time	Item #		Page #
1:00	1	**Call to Order/Record of Attendance/Excused Absences**	
1:05	2	**Public Comments**	
FOR ACTION			
1:10	3	**Consent Agenda** a) Minutes of the February TTC Meeting b) Transportation Improvement Plan (TIP) April Amendment	3 7
INFORMATION AND DISCUSSION ITEMS			
1:15	4	**Guest Presentation: Spokane Regional Health District** *(Samantha Hennessey)*	n/a
1:25	5	**Horizon 2050 Needs Assessment – Regional Project Matrix** *(Jason Lien)*	10
1:40	6	**Horizon 2050 SRTC Board Workshop – Report Back** *(Jason Lien)*	31
1:50	7	**SFY 2026-2027 Unified Planning Work Program (UPWP)- Draft Document Review** *(Lois Bollenback)*	32
INFORMATION: No Presentation			
2:00	8	**Agency Update and Future Information Items**	
2:05	9	**Adjournment**	

Spokane Regional Transportation Council

Transportation Technical Committee Meeting Minutes

Thursday, February 13, 2025– 1:00pm

 # 1 Call to Order/ Excused Absences

Chair Greene called the meeting to order at 1:02pm and attendance was taken.

In attendance were:

Committee Members:

Brett Lucas - *City of Cheney*
Luke Michaels – *City of Liberty Lake*
Inga Note – *City of Spokane*
Colin Quinn-Hurst – *City of Spokane*
Kevin Picanco – *City of Spokane (arrived at 2pm)*
Adam Jackson – *City of Spokane Valley*
Jerremy Clark – *City of Spokane Valley*
Brandi Colyar - *Spokane County*
Barry Greene – *Spokane County (Chair)*
Jami Hayes – *Spokane County*
Margee Chambers – *Spokane Reg. Clean Air Agency*
Brian Jennings – *Spokane Transit Authority*
Tara Limon – *Spokane Transit Authority (Vice Chair)*
Mike Pea – *WSDOT*
Glenn Wagemann – *WSDOT*
Larry Larson - *WSDOT*

Absent Members:

Heather Trautman, *City of Airway Heights*
Julia Whitford, *Kalispel Tribe of Indians*
Sonny Weathers, *Small Cities Towns Rep*
Samantha Hennessy, *Spokane Regional Health Dist.*
Maria Cullooyah, *Spokane Tribe of Indians*

Staff

Lois Bollenback, *Executive Director*
Eve McMenamy, *Deputy Exec. Director*
Angel Jackson, *Admin-Executive Assistant*
Savannah Creasey, *Comm. & Public Relations Coor.*
Ben Kloskey, *Associate Transportation Planner 1*
Ryan Stewart, *Principal Transportation Planner*
Jason Lien, *Principal Transportation Planner*
David Fletcher, *Principal Transportation Planner*
Michael Redlinger, *Associate Transp. Planner 3*

Guests:

Paul Kropp
Dan Pratt - *City of Deer Park*
David Istrate – *Spo County Pub Works*
Sean Messner – *CivTech*
Tyler Kimbrel – *City of Spokane*
Matt Zarecor- *Spokane County*

Spokane Regional Transportation Council

 # 2 Public Comments
There were no public comments.

 # 3 Member Comments
Members provided updates to current construction projects within their agency/region.

#4 Chair Report on SRTC Board Meeting
Chair Greene gave a brief overview of February's SRTC Board meeting.

ACTION ITEMS

 # 5 Consent Agenda

a. Minutes of February 2025 Board of Directors Meeting
b. CY 2025-2028 Transportation Improvement Program (TIP) March Amendment
c. Commute Trip Reduction (CTR) Plan Update

Ms. Colyer made a motion to approve the Consent Agenda. Mr. Larson seconded the motion. The motion was passed unanimously.

 # 6 CY 2026 Unified List Development Process & Evaluation Criteria

Mr. Fletcher presented an action item requesting the committee's recommendation that the SRTC Board approve the 2026 Unified List Development Process and Project Evaluation Criteria. He emphasized that the Unified List is a strategic tool for communicating regional transportation priorities to legislators for funding opportunities. The process is updated annually to incorporate new projects and remove funded ones as they progress through initiation, development, and implementation. Due to the Horizon 2050 MTP update, this year's process will be expedited, maintaining the current evaluation criteria and foregoing any major changes. Existing projects will not be required to submit new forms unless updates are necessary. The development schedule includes project submittal due between April 14th and May 9th with final the final list presented to the committee in August (state version) and October (federal version).

Mr. Clark made a motion to approve the CY 2026 Unified List Development Process & Evaluation Criteria as presented. Ms. Hayes seconded the motion. The motion passed unanimously.

INFORMATION & DISCUSSION ITEMS

 # 7 Unified Planning Work Program (UPWP) Development Overview

Ms. Bollenback provided an overview of the Unified Planning Work Program (UPWP) development process, outlining key requirements such as required and ongoing planning activities and various administrative components. She emphasized that this serves as the scope of services for our operating grant agreement and noted that this year marks a significant shift in federal policy that will influence the program's direction. A primary challenge is meeting the March 25th submission deadline while maintaining flexibility to incorporate emerging topics. She reviewed the required and ongoing activities,

as well as optional activities, highlighting three key additions that SRTC staff has recommended for inclusion. These recommended additions include updates to the transportation forecasting model, the formal integration of resiliency metrics into project evaluation, and an update of the High Injury Network (HIN) to ensure the most current safety data is utilized. Additionally, she identified several optional, candidate projects for consideration in future activities. Moving forward, Ms. Bollenback emphasized staff efforts to develop a comprehensive UPWP document and to finalize the proposed two-year work program while allowing some flexibility for potential adjustments.

She invited questions and comments on the projects that were listed and other thoughts regarding planning activities needed in the region. There was a robust discussion focused on the transportation model update, its timeline, and its integration with ongoing planning efforts and the importance of data to inform decision-making. The conversation continued and highlighted the regional master plan, which aims to align priorities across agencies, particularly regarding I-90. WSDOT raised concerns about SRTC's role, and emphasized WSDOT holds authority over I-90 projects. They stressed the importance of aligning the plan with statewide values and resiliency efforts rather than focusing solely on I-90. WSDOT also questioned whether the project should be included on the list, given that funding has been set aside for 2027-2029 and scope development will not begin until then. In response, it was noted that the board has already approved the project, and funding is being assigned now, reinforcing the need for clear priorities and advocacy.

Ms. Bollenback concluded by showing the timeline of next steps and stated the information would be posted to the website and available after the March 25th deadline.

 # 8 Transportation Performance Management (VMT) Bridges Update

Mr. Redlinger provided an update on Transportation Performance Management (TPM), explaining its framework and noting that the current 4-year performance period concludes at the end of the calendar year. He clarified key federal programs including the National Highway Performance Program (NHPP) and the Infrastructure Investment and Jobs Act (IIJA), outlining their relevance to regional transportation performance management. He explained bridge classification and condition assessment and stated that the regional bridge inventory includes 307 structures, with 21 currently rated in poor condition. Additionally, he noted a concerning trend: an increasing number of bridges classified as "fair" that are only one rating point away from deteriorating to "poor." While the overall condition of the regional transportation network is not yet critical, he emphasized the importance of monitoring these structures closely to prevent further decline.

There were no comments.

 # 9 Congestion Management Process (CMP) Update - Draft

Mr. Fletcher provided an overview of the Congestion Management Process (CMP), which is federally required for urban areas with populations of 200,000 or more. He explained that the draft update to the CMP report details our region's approach to managing congestion and provided an overview of the document. He highlighted the regional objectives, which were approved in July 2023, and outlined how the CMP network defines where we collect and monitor data for the CMP.

Mr. Fletcher discussed the CMP's multimodal performance measures and data collection plan. He also introduced the CMP strategies toolkit and matrix, which evaluate and identify potential strategies that were developed with input from member agencies. He ended with a summary of the next steps in the process, which include returning to the committee in April to request a recommendation for the SRTC Board's approval of the updated CMP report.

There were no comments.

 # 10 Vehicles Miles Traveled (VMT) Reduction Framework

Mr. Stewart provided an update on the scope of the project, explaining that its goal is to develop a framework and strategies to reach Vehicle Miles Traveled (VMT) reduction targets. He mentioned that a best practices memo has been distributed to the working group, and several strategies for reducing VMT are being developed. With access to strong data, the team will also be updating the comprehensive plan certification process. Mr. Stewart reviewed the WSDOT report on VMT. He emphasized the benefits of reducing VMT, including improvements in health, safety, livability, climate, and mobility. The analysis is exploring several scenarios, including "business as usual," meeting the state's target, or benchmarking against peers. He highlighted that land use is the primary factor influencing VMT, making it a critical topic for future discussions. Mr. Stewart also mentioned that tomorrow marks the first working group meeting, where they will explore various data sources, including HPMS data and Replica, a tool that utilizes data from cellphones and in vehicle navigation systems to help forecast future trends. He concluded by discussing the engagement process and outlining the next steps for the project.

 # 12 Agency Update and Future Information Items

Ms. McMenamy reported:

- SRTC is conducting several public outreach events this week related to Horizon 2050.
- At the federal level, SRTC is monitoring activity. Delays in reimbursement and project delivery may occur, as seen with the January TIP amendment, agencies are advised to plan ahead for longer timelines.
- Work on the UPWP and Call for Projects are continuing with a newer approach to distinguish between state and federal requirements, including removing federal-specific language in certain circumstances.
- The agency is evaluating funding risk assessments, particularly for targeted programs like National Electric Vehicle Infrastructure (NEVI), but the agency's mission remains unchanged unless further notice is received.

There were no comments or questions.

There being no further business, the meeting was adjourned at 2:21 PM

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Angel Jackson, Clerk of the Board

To: Transportation Technical Committee Members
From: Ryan Stewart, Principal Transportation Planner
Topic: Transportation Improvement Program (TIP) Amendment - April

Requested Action:

Recommend Board approval of the April amendment to the CY 2025-2028 TIP.

Key Points:

There are two projects included in the April amendment to the CY 2025-2028 TIP. See the **Attachment** and **Supporting Information** for more details.

AGENCY	PROJECT
Spokane Transit	Preventive Maintenance
	Fixed Route Bus Purchase

Board/Committee Discussions:

This is the first discussion of the April TIP Amendment.

Public Involvement:

The proposed April amendment was published for a public review and comment period from 03/17/25 through 03/26/25. On 03/17/25 notice of the amendment was published in the Spokesman Review, posted to the SRTC website (www.srtc.org) and social media platforms. All comments received will be provided to the Board prior to action.

Staff Contact: Ryan Stewart, SRTC| rstewart@srtc.org | 509.343.6370

2025-2028 Transportation Improvement Program

April Amendment (25-04)

Agency	Project Title Amendment Description	Funding Adjustment			Amendment New Project	Amendment Existing Project	WA STIP ID
Spokane Transit	**Preventive Maintenance** Removed 2024 funds. Updated 2025 anticipated apportionment.	Federal (5307)	$	52,126,804		✓	WA-04660
		State	$	-			
		Local	$	13,031,701			
		Total	$	65,158,505			
Spokane Transit	**Fixed Route Bus Purchase** Updated 2025 funding and removed previous 2023 funds.	Federal (5339)	$	5,914,932		✓	WA-07237
		State	$	-			
		Local	$	1,215,188			
		Total	$	7,130,120			

5307 Federal Transit Administration Section 5307 funding
5339 Federal Transit Administration Section 5339 funding

Topic: CY 2025-2028 Transportation Improvement Program (TIP) Amendment – April

Key Points:

- The TIP is a programming document that identifies specific projects and programs to be implemented during the upcoming four years. Any project with federal funds from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), as well as any regionally significant projects, must be included in the TIP.
- After a TIP has been incorporated into the Washington State TIP (STIP), project changes can be requested by local agencies. Minor changes can be made administratively by SRTC staff. Significant changes must be made through the amendment process, which requires a 10-day public comment period and action by the SRTC Board of Directors.
- The TIP serves as an important tool in implementing the goals, policies, and strategies identified in Horizon 2045, SRTC's long-range plan. As such, any projects included in the TIP, including projects added through monthly amendments, must be consistent with Horizon 2045.
- Consistency with Horizon 2045 includes a demonstration of financial constraint and conformity with regional air quality plans. The proposed April amendment has been reviewed by SRTC staff for compliance with federal and state requirements and consistency with Horizon 2045.
- TIP amendments must be approved by the SRTC Board to be incorporated into the Washington State TIP (STIP). Projects receiving federal funds must be in both the TIP and the STIP to access those funds.
- Pending approval by the SRTC Board, the April amendment will be incorporated into the STIP on or around 05/16/2025.

To: Transportation Technical Committee
From: Jason Lien, Principal Transportation Planner
Topic: Horizon 2050 Needs Assessment – Regional Project Matrix

Requested Action:

None. For Information Only.

Key Points:

- SRTC is developing the region's next long-range transportation plan, known as Horizon 2050. To understand the array of transportation investment options, SRTC is conducting a Needs Assessment.
- The Needs Assessment will evaluate the many needs of the regional transportation system as documented through agency plans, studies, and Capital Improvement Programs, as well as input from the SRTC Board and committees, interviews with agency staff, and public engagement. The end deliverable will be a Needs Assessment Summary with a matrix of regional projects and programs evaluated against SRTC's Guiding Principles.
- The draft regional project matrix is available for review and provides information on estimated costs, timelines, and consistency with the Guiding Principles. The draft matrix is **attached*** and sorted by jurisdiction in this order: City of Airway Heights, City of Liberty Lake, City of Millwood, City of Spokane, Spokane County, Spokane International Airport, Spokane Transit Authority, City of Spokane Valley, WSDOT. Please update us with any corrections to details.

*A larger scale printed version of the attachments is available upon request.

Board/Committee Discussions:

Staff last discussed the Needs Assessment project at the January committee meetings and the February Board meeting.

Public Involvement:

Horizon 2050 has an ongoing public outreach schedule.

Staff Contact: Jason Lien, SRTC| jlien@srtc.org | 509.343.6370

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
AH-1	SRTC TIP	SR 2 Pedestrian and Multi-modal Enhancements	Airway Heights	Construction on US Highway 2 between Lundstrom Street and Lawson Road to connect pedestrians, bicyclists, and transit along US Highway 2. The project will connect the north and	PE			Short	Principal Arterial	R							
AH-2	SRTC TIP	South Hayford Road Preservation	Airway Hayford Road	Engineering for traditional mill and overlay on a portion of South Hayford Road, including utility adjustments, detection loops, and curbing	PE			Short	Minor Arterial	R							
AH-3	SRTC TIP	Garfield Road/US 2 Roundabout Project	Airway Heights	Plan, design, and engineer a redevelopment of the US 2 corridor between Lundstrom and Lawson. The project will enhance safety and function for pedestrians, bicyclists, and transit along a key one-mile stretch of US 2. The project will implement concepts developed in the 2017 US 2 Corridor Plan and 2021 Downtown Strategic Plan, improving community connections, increasing ease and safety to access daily needs, decreasing reliance on automobiles to safely cross the highway, and providing more options for alternative transportation.	PE		STBG (F), Sandy William Connecting	Short	Principal Arterial	R							
					Total	$ 238,350				R							
AH-4	2025 Unified List of Regional Transportation Priorities and Policy Statements	US Hwy 2 Multimodal Improvements Phase I	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	PE			Mid	Principal Arterial	R							
AH-5	2025 Unified List of Regional Transportation Priorities and Policy Statements	US Hwy 2 Multimodal Improvements Phase II	Airway Heights	Add pathways and sidewalk, improved pedestrian crossings, traffic calming, transit access, and roundabout traffic control.	PE			Mid	Principal Arterial	R							
AH-6	2025 Unified List of Regional Transportation Priorities and Policy Statements	6th/10th/12th Ave Multimodal Improvements Phase III –	Airway Heights	Various multimodal improvements on 6th Ave, from Craig Rd to Russell St.	PE			Mid	Major Collector	R							
AH-7	2025 Unified List of Regional Transportation Priorities and Policy Statements	Craig Rd Complete Streets Project	Airway Heights	Reconstruct and widen road, adding turn lanes at major intersections, transit improvements, sidewalks (east side of road), and a 10' multi use path (west side of road) buffered by	PE			Mid	Major Collector	R							
AH-8	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Garfield and Hayford	Cost	$ 4,300,000	City/TIB/Dev	Short	Major Collector	R							
AH-9	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	Hayford Road/12th Ave Signal or Roundabout	Airway Heights	Intersection Improvements	Cost	$ 530,000	City/TIB/Dev	Short	Major Collector	R							
AH-10	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	U.S. Route 2 Boulevard Safety Project (partial)	Airway Heights	Safety/Corridor Revitalization between Hayford and Deer Heights	Cost	$ 250,000	City	Short	Principal Arterial	R							
AH-11	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	Craig Road/U.S. 2 Roundabout	Airway Heights	Intersection Improvements	Cost	$ 3,940,000	City/Dev	Short	Principal Arterial	R							
AH-12	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	Corridor Revitalization between Craig and Russell	Cost	$ 3,150,000	City/WSDOT(Ped)/STA	Short	Major Collector	R							
AH-13	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	21st Ave, U.S. 2 Congestion relief (60%)	Airway Heights	New Construction between Hayford and Deer Heights	Cost	$ 5,180,000	City/SRTC/TIB/Dev	Short	Minor Arterial	R							
AH-15	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	Corridor Revitalization between Russell and Garfield	Cost	$ 2,080,000	City/TIB/WSDOT (Ped)	Short	Major Collector	R							
AH-16	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	6th Ave/12th Ave, U.S. 2 Congestion Relief	Airway Heights	Corridor Revitalization between Hayford and Deer Heights	Cost	$ 240,000	City/TIB/WSDOT (Ped)	Short	Major Collector	R							
AH-17	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	U.S. Route 2 Boulevard Safety Project	Airway Heights	Safety/corridor revitalization between Craig and Hayford	Cost	$ 1,750,000	City/WSDOT/SRTC	Short	Principal Arterial	R							
AH-19	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Garfield and Hayford	Cost	$ 4,910,000	City/SRTC/TIB/Dev	Short	Minor Arterial	R							
AH-21	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Craig and Lawson	Cost	$ 7,000,000	City/SRTC/TIB	Short	Minor Arterial	R							

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
														Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
AH-22	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	21st Ave, U.S. 2 Congestion Relief	Airway Heights	New construction between Lawson and Garfield	Cost	$ 4,490,000				City/SRTC/TIB	Short	Minor Arterial	R							
AH-23	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	US-2 Multimodal Enhancements (Design Phase I)	Airway Heights	Ped/Bike/Intersection Design between Lawson and Lundstrom	Cost	$ 1,013,000				City/SRTC	Short	Principal Arterial	R							
AH-29	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	Ped/Bike: U.S. 2 Missing Southerly	Airway Heights	Ped/Bike between Lyons and Hayford	Cost	$ 640,000				City/Dev/WSDOT Ped/TIB	Short	Principal Arterial	R							
AH-31	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	US-2 Multimodal Enhancements (Design Phase II)	Airway Heights	Ped/Bike/Intersection Design between Craig and Garfield	Cost	$ 2,338,110				City/WSDOT RCP/TIB	Short	Principal Arterial	R							
AH-39	City of Airway Heights Six Year Transportation Improvement Plan (2022-2027)	US-2 Multimodal Enhancements	Airway Heights	Bike/Ped/Intersection Imps between Lundstrom and Lawson	Cost	$ 10,990,000				City/WSDOT/SRTC	Short	Principal Arterial	R							

Plan/Study Title:

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
LL-2	Liberty Lake Transportation Improvement Plan	Harvard Rd Bridge /Kramer Overpass & Rd Ext - Between Country Vista & Mission	City of Liberty Lake	Combines Harvard & Henry Roads, as state funding is intertwined, and depends on credits for ROW, etc. For the Harvard Road bridge widening and ramp improvements, construction has been completed. Kramer Parkway Overpass and Roadway extension construction is complete and fully functional, though project closeout is not anticipated until 2025.	Total Cost		Connectiong Washington, Tax Increment Financing, Local Improvement Financing Tool	Short	Principal Arterial	R							
LL-3	Liberty Lake Transportation Improvement Plan	Country Vista Rebuild/ Operational Improvements - W City Limits to Liberty Lake Rd	City of Liberty Lake	Improvement costs to include design, construction, inspection, and contingency for pavement replacement and operational corridor improvements to include landscape islands, pedestrian crossings, as may be identified in Network Analysis and Corridor Study, from Liberty Lake Road west to the City limits. Design will be undertaken in 2025 to allow for grant applications to be pursued, with construction planned for 2027 and 2028.	Total Cost		Transportation Improvement Financing Tool, Real Estate Excise Tax, Utility Tax, TBD, Stormwater/Aquifer Protection	Short	Minor Arterial	R							
LL-5	Liberty Lake Transportation Improvement Plan	Appleway Frontage Improvements - Fairway to E City Limits	City of Liberty Lake	Improvement costs to include design, construction, inspection and contingency, for road widening, sidewalks, swales, and street trees along frontages not subject to developer improvements, and the addition of medians consistent with Appleway Avenue's aesthetic corridor designation. Design is programmed for 2028 to allow for grant applications to be pursued, with construction programmed for 2029. There is a potential for at least a portion of this work to be completed as a requirement of development.	Total Cost		Real Estate Excise Tax, Utility Tax - Streets Captial	SHort	Minor Arterial	R							
LL-15	Liberty Lake Transportation Improvement Plan	Appleway Overlay - Swing Lane to East City Limits	City of Liberty Lake	Overlay project from Swing Lane to E City Limits, this project was added in 2022 based upon roadway conditions. Construction will be completed in 2024. It will be constructed TP- 3, Country Vista & Appleway Intersection Improvements.	Total Cost	$ 1,489,990	Transportation Improvement Board Grant, Real Estate Excise Tax, Stromwater/Aquifer Protection	Short	Minor Arterial	R							
LL-19	Liberty Lake Transportation Improvement Plan	Harvard Road & Wellington Roundabout - Harvard Rd & Wellington Intersection	City of Liberty Lake	Project to be constructed by Greenstone as the NOLL District in River Crossing East builds out, tentatively scheduled for construction in 2027.	Total Cost		Projects by Others, Tax Increment Financing, Local Improvement Financing Tool	Short	Principal Arterial	R							
LL-27	Liberty Lake Transportation Improvement Plan	Transit Parking - Country Vista Dr, between Broadway & the Green Acres Flyover	City of Liberty Lake	Transit Parking - Country Vista Dr, between Broadway & the Green Acres Flyover	Total Cost	$ 6,503,897	Projects by Others, Tax Increment Financing, Local Improvement Financing Tool	Short		R							
LL-28	Liberty Lake Transportation Improvement Plan	Cataldo Extension & Connection - Phase I - Western States Frontage	City of Liberty Lake	Cataldo Extension & Connection - Phase I - Western States Frontage	Total Cost		Projects by Others, Tax Increment Financing, Local Improvement Financing Tool	Short		R							

Plan/Study Title:

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
														Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
LL-29	Liberty Lake Transportation Improvement Plan	Cataldo Extension & Connection - Phase 2 - Western States Boundary to Mission Ave	City of Liberty Lake	Cataldo Extension & Connection - Phase 2 - Western States Boundary to Mission Ave	Total Cost	$ 4,802,000				Projects by Others, Tax Increment Financing, Local Improvement Financing Tool	Short		R							

Plan/Study Title:

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
														Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
M-1	SRTC TIP	Argonne Road, Empire to Liberty Congestion Relief	Millwood	Roadway widening to include center turn lane, signal modifications, and ADA improvements at intersections.	PE		F	S	L		Short	Principal Arterial	R	◕	◕	◕	◕	◕	◔	◕

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

Plan/Study Title														SRTC Guiding Principles						
ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
COS-2	SRTC TIP	Sunset Hwy (US2) Bicycle Facilities/Shared Use Path	Spokane	This project includes the design and construction of the shared used path along the northern side of Sunset Hwy (US 2) from Deer Heights Rd. to Spotted Rd.	PE						Short	Principal Arterial	R							
COS-4	SRTC TIP	Wellesley Ave. - Freya to Havana	Spokane	Pavement chip seal of nearly 6,000 lineal feet of road from the Maple/Wellesley intersection to westerly approach of the Wellesley/Division intersection.	PE						Short	Principal Arterial	R							
COS-6	SRTC TIP	Millwood Trail - Children of the Sun Trail to Fancher	Spokane	Construct paved multiuse path along south side of Spokane River.	PE						Short	Trail	R							
COS-7	SRTC TIP	Wellesley Ave - Maple to Division Chip Seal	Spokane	Pavement chip seal of nearly 6,000 linear feet of road from the Maple/Wellesley intersection to westerly approach of the	PE						Short	Principal Arterial	R							
COS-8	SRTC TIP	Latah Bridge Rehabilitation	Spokane	Replacement of the bridge deck, barriers, railing, sidewalks. Rehabilitation of select structural elements.	PE	$ 300,000			L		Short	Principal Arterial/Bridge	R							
COS-9	SRTC TIP	Bridge Deck Repair Bundle	Spokane	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	PE						Short	Bridge	R							
COS-10	SRTC TIP	3rd Ave. - Stevens St. Grind and Overlay	Spokane	Grind and overlay, pavement repair, crack sealing. Install or replace curb ramps, as needed.	PE						Short	Principal Arterial	R							
COS-11	SRTC TIP	3rd Ave - Stevens to Division Grind & Overlay	Spokane	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.	PE		F		L		Short	Principal Arterial	R							
COS-12	SRTC TIP	Sprague - Alki/Broadway Grind and Overlay	Spokane	Grind and overlay, pavement repair, crack sealing. Install or replace curb ramps as needed.	PE						Short	Principal Arterial	R							
COS-14	SRTC TIP	Riverside Avenue - Wall to Monroe	Spokane	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.	PE						Short	Minor Arterial	R							
COS-15	SRTC TIP	US 195 / Meadowlane	Spokane	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	PE						Short	Freeway	R							
COS-16	SRTC TIP	Fish Lake Trail Connection to Centennial Trail Phase 1	Spokane	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.	PE						Short	Trail	R							
COS-17	SRTC TIP	Washington St. - 8th Ave. to 3rd Ave. Grind & Overlay	Spokane	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.	PE						Short	Principal Arterial	R							
COS-17.5	City of Spokane 2025 Streets Captial Improvements Program	Washington - 9th to 3rd G&O	Spokane	Street maintenance grind and overlay including pavement repair. ADA ramp upgrades where needed. Integrated project to include replacement of a water distribution line.	Total	$ 1,034,000						Principal Arterial	R							
COS-18	SRTC TIP	Freya / Palouse Roundabout	Spokane	Reconstruction of the intersection and install a roundabout.	PE						Short	Principal Arterial	R							
COS-23	Horizon 2045 MTP	Whistalks Way Improvements	Spokane	Widen Whistalks Way to accommodate future traffic levels, as well as bicycle and pedestrian traffic.	2025						Short	Principal Arterial	R							
COS-39	US 195/I-90 Transportation Study	Thorpe Road Improvements	Spokane	Improve Thorpe Road to meet the standards for an Urban Minor Arterial as defined by the City of Spokane's Design Standards between the city limits and US 195 and the County of Spokane's	PE						Long	Freeway	R							
COS-40	US 195/I-90 Transportation Study	Thorpe Road Undercrossing Improvement	Spokane	Widen the sidewalk on Thorpe Road from the Canyon Bluff apartments driveway, through the tunnels, and connecting to the Fish Lake Trail. To accommodate wider sidewalks, Thorpe	PE						Long	Minor Arterial	R							
COS-42	US 195/I-90 Transportation Study	Lindeke Street & Inland Empire Way Connection	Spokane	This project would connect Lindeke Street to Thorpe Road west of US 195 and create a two-way connection between Inland Empire Way and Cheney-Spokane Road east of US 195.	PE						Mid	Major Collector	R							
COS-43	US 195/I-90 Transportation Study	Qualchan Drive Extension to Meadow Lane Road	Spokane	This project would construct a frontage road parallel to US 195 by extending Qualchan Drive to Meadow Lane Road. This project would close the existing access to US 195 from Qualchan Drive.	PE						Mid		R							
COS-44	US 195/I-90 Transportation Study	Marshall Road Improvements (Thorpe Road to 44th Avenue)	Spokane	This project would improve Marshall Road between Thorpe Road and 44th Avenue to meet the design standards for a Collector, as defined by the City of Spokane Design Standards. To meet	PE						Mid		R							
COS-47	US 195/I-90 Transportation Study	Bicycle Connection to the West Plains	Spokane	Create a connection from the Fish Lake Trail to the West Plains by connecting the Fish Lake Trail to the Trolley Trail Conservation Area via the Department of Natural	PE						Long		R							
COS-48	US 195/I-90 Transportation Study	Qualchan Drive Extension to Marshall Road	Spokane	This project would extend Qualchan Drive west to connect to Marshall Road by constructing a new roadway. This project would include a bridge crossing either over or under the BNSF	PE						Mid		R							
COS-49	US 195/I-90 Transportation Study	Traffic Control at 57th & Hatch Road	Spokane	Reconfigure the 57th Avenue and Hatch Road intersection and construct traffic control (e.g., roundabout or traffic signal) to improve existing geometric challenges and improve intersection	PE						Long	Minor Arterial	R							
COS-54	US 195/I-90 Transportation Study	Inland Empire Way Connection	Spokane	This project would implement an initial phase of the Inland Empire Way connection by building a new northbound only connection between Cheney-Spokane Road and Inland Empire	PE						Short	Minor Collector	R							
COS-55	US 195/I-90 Transportation Study	Meadow Lane Road to Hatch Road Connection	Spokane	This project would connect Meadow Lane Road to US 195 just north of Hatch Road by constructing a new roadway as the area develops. Access to southbound US 195 would be provided via	PE						Mid		R							
COS-57	2025 Unified List of Regional Transportation Priorities and Policy Statements	Fish Lake Trail Connection Phases 1-3	Spokane	Construct a shared-use path connecting the existing Fish Lake Trail to Centennial Trail.	PE						Long	Trail	R							
COS-57.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	12th Ave — Spokane Phase	Spokane	Extend existing roadway as a two-lane boulevard or three-lane urban collector for a total of 3.65 miles, adding bicycle lanes, separated sidewalks, multi-use paths, and transit stops	PE						Mid	Major Collector	R							

Plan/Study Title:

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
COS-58	2025 Unified List of Regional Transportation Priorities and Policy Statements	Spokane Falls Boulevard	Spokane	Construct full depth roadway, repair sidewalk, lighting, communication conduit and cable, signal and utility updates, and accessible Pedestrian Signals (APS) updates as	PE			Short	Minor Arterial	R							
COS-58.5	City of Spokane 2025 Streets Captial Improvements Program	Spokane Falls Blvd – Post to Division,	Spokane	Construct full depth roadway, repair sidewalk. Replacement of lighting, communication conduit and cable, and traffic signals. Accessible Pedestrian Signals (APS) updates as appropriate. Integrated project with Water and Wastewater improvements.	Funding	$ 11,450,000		Short	Minor Arterial	R							
COS-59	2025 Unified List of Regional Transportation Priorities and Policy Statements	US 195 Corridor Projects	Spokane	Connect Lindeke St to Thorpe Rd and create a two-way inland Empire Way and Cheney-Spokane Rd connection. Streetscape improvements include sidewalks lighting, landscape buffers,	PE			Long	Freeway	R							
COS-68	City of Spokane 2025 Streets Captial Improvements Program	Ray-Thor St, 17th Ave to Hartson Ave, 2014151	Spokane	Pavement reconstruction of the arterial alignment of Ray St and Thor St between 17th and Hartson. Water main updates (17th to 11th), upgrades to Americans with Disabilities Act (ADA) ramps and minor curb and sidewalk repairs are anticipated.	Cost	$ 3,910,000		Short	Principal Arterial	R							
COS-69	City of Spokane 2025 Streets Captial Improvements Program	Wellesley Ave, Freya St to Havana St, 2018076	Spokane	Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.	Cost	$ 3,760,000		Short	Principal Arterial	R							
COS-71	City of Spokane 2025 Streets Captial Improvements Program	Thor and Freya St, Hartson to Sprague Ave, Et. Al., 2018084	Spokane	Pavement reconstruction with concrete paving, of the couplet Thor St, and Freya St between Hartson and Sprague Avenues. Water main updates, upgrades to ADA ramps and minor curb and sidewalk repairs are anticipated. Lighting and traffic signal updates to include APS as appropriate. Phased project.	Cost	$ 60,000		Short	Principal Arterial	R							
COS-74	City of Spokane 2025 Streets Captial Improvements Program	Riverside Ave., Grant to Sherman, 2021073	Spokane	Construction to complete street improvements, paving, curb, sidewalk and drainage.	Cost	$ 125,000		Short	Minor Arterial	R							
COS-76	City of Spokane 2025 Streets Captial Improvements Program	29th Ave. - Washington - Monroe Grind & Overlay, 2022065	Spokane	Pavement rehabilitation and preservation will be achieved using asphalt grind and overlay and other pavement repair methods. The City will also repair and upgrade ramps in order to comply with the requirements set forth by the Americans with Disabilities Act (ADA).	Cost	$ 60,000		Short	Principal Arterial	R							
COS-81	City of Spokane 2025 Streets Captial Improvements Program	Maple / Walnut Grind and Overlay - 5th Ave. to Bridge	Spokane	Street maintenance grind and overlay including pavement repair. ADA ramp upgrades where warranted.	Cost	$ 75,000		Short	Principal Arterial	R							
COS-82	City of Spokane 2025 Streets Captial Improvements Program	3rd Ave - Walnut to Stevens and Stevens St-8th to 3rd G&O, 2024062	Spokane	Street maintenance grind and overlay including pavement repair. ADA ramp upgrades where needed.	Cost	$ 3,688,000		Short	Principal Arterial	R							
COS-84	City of Spokane 2025 Streets Captial Improvements Program	3rd - Stevens to Division G&O	Spokane	Street maintenance grind and overlay of 3rd Ave. including pavement repair and ADA ramp upgrades where needed.	Cost	$ 770,000		Short		R							
COS-86	City of Spokane 2025 Streets Captial Improvements Program	Washington - 9th to 3rd G&O	Spokane	Street maintenance grind and overlay including pavement repair. ADA ramp upgrades where needed. Integrated project to include replacement of a water distribution line.	Cost	$ 1,034,000		Short	Principal Arterial	R							
COS-87	City of Spokane 2025 Streets Captial Improvements Program	Sprague - Freya to Havana; Alki/Broadway - Freya to Havana	Spokane	Street maintenance grind and overlay including pavement repair. Upgrade ADA ramps where needed.	Cost	$ 3,768,000		Short	Principal Arterial	R							
COS - 88	City of Spokane 2025 Streets Captial Improvements Program	Fish Lake Trail - Phase 3b (Railroad Bridges)	Spokane	Finish the remaining paving to reach Fish Lake as well as bridge construction over the railroads.	Total Cost	$ 6,100,000		Short	Trail	R							
COS - 89	City of Spokane 2025 Streets Captial Improvements Program	Millwood Trail, from SCC to Felts Field	Spokane	The project will continue the design of a multi-use Path from Spokane Community College near Greene St. to Felts Field along the Spokane River. The trail will also connect with the future Children of the Sun connections to the Centennial Trail and Tuffy's Trail. The project may be constructed in phases.	Total Cost	$ 6,070,000		Short	Trail	R							
COS - 92	City of Spokane 2025 Streets Captial Improvements Program	1st Avenue, Maple St to Monroe St	Spokane	Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.	Total Cost	$ 25,000		Short	Principal Arterial	R							

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

Plan/Study Title:														SRTC Guiding Principles						
ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
COS - 93	City of Spokane 2025 Streets Captial Improvements Program	Riverside Avenue, Monroe St to Wall St	Spokane	Construct curb to curb pavement maintenance through grind and overlay and pavement repair. Repair sidewalk, and upgrade signals (incl. Accessible Pedestrian Signals [APS] as appropriate), conduit and lighting. Includes replacement of water line and storm system updates.	Total Cost	$ 1,774,000					Short	Minor Arterial	R							
COS - 95	City of Spokane 2025 Streets Captial Improvements Program	1st Avenue, Monroe St to Wall St	Spokane	Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.	Total Cost	$ 25,000					Short	Principal Arterial	R							
COS - 96	City of Spokane 2025 Streets Captial Improvements Program	1st Avenue, Wall St to Bernard St	Spokane	Construct full depth roadway, repair sidewalk, provide for bike facilities, and upgrade signals & lighting. Integrate with utilities to include replacement of water main from Madison to Howard Streets. Also coordinate to complement Spokane Transit's Central City Line. Implement APS updates.	Total Cost	$ 25,000					Short	Principal Arterial	R							
COS - 97	City of Spokane 2025 Streets Captial Improvements Program	Wellesley Ave, Freya St to Havana St	Spokane	Construction of full depth pavement, sidewalk, and bicycle infrastructure to align with present plans and future development expectations. Updates to water and stormwater utilities will take place as necessary.	Total Cost	$ 3,760,000					Short	Principal Arterial	R							
COS - 98	City of Spokane 2025 Streets Captial Improvements Program	Spokane Falls Blvd – Post to Division	Spokane	Construct full depth roadway, repair sidewalk. Replacement of lighting, communication conduit and cable, and traffic signals. Accessible Pedestrian Signals (APS) updates as appropriate. Integrated project with Water and Wastewater improvements.	Total Cost	$ 11,450,000					Short	Minor Arterial	R							
COS - 102	City of Spokane 2025 Streets Captial Improvements Program	Meadow Lane Rd. / US 195 Intersection	Spokane	Intersection improvements to address safety and capacity.	Total Cost	$ 2,180,000					Short	Freeway	R							
COS - 103	City of Spokane 2025 Streets Captial Improvements Program	Freya Ave. / Palouse Highway Roundabout	Spokane	Reconstruct the intersection as a roundabout	Total Cost	$ 4,785,000					Short	Principal Arterial	R							
COS -111	City of Spokane 2025 Streets Captial Improvements Program	Riverside Ave., Grant to Sherman	Spokane	Construction to complete street improvements, paving, curb, sidewalk and drainage	Total Cost	$ 125,000					Short	Minor Arterial	R							
COS -117	City of Spokane 2025 Streets Captial Improvements Program	US 195 / Inland Empire Way	Spokane	Study of reconnecting Inland Empire Way to US 195 expanding on the work from the US 195 Corridor Study to include planning for a two-way Inland Empire Way connection from US 195 to Sunset Hwy to define any additional needed improvements to Inland Empire Way. Project will advance preliminary design of the two-way reconnection	Total Cost	$ 75,000					Short	Freeway	R							
COS -118	City of Spokane 2025 Streets Captial Improvements Program	Wellesley Ave. Chip Seal	Spokane	Pavement preservation through chip seal surface treatment.	Total Cost	$ 577,000					Short	Principal Arterial	R							
COS - 120	City of Spokane 2025 Streets Captial Improvements Program	Maxwell Ave. Ped-Bike Safety	Spokane	This project will add buffered and protected bike lanes and make pedestrian crossing improvements at Pettet & Misson to Walnut. It will also add sidewalk connections within Cannon Park.	Total Cost	$ 1,547,495					Short	Principal Arterial	R							
COS - 124	City of Spokane 2025 Streets Captial Improvements Program	Sunset Highway Path - Deer Heights to Spotted Rd	Spokane	This project includes the design and construction of the shared used path along the northern side of Sunset Hwy (US 2) from Deer Heights Rd. to Spotted Rd. Portions of this path have been constructed; this phase of the project will fill the gaps that are not yet constructed between Deer Heights and Spotted. Strategic sidewalk segments will facilitate transit stops and pedestrian crossings	Total Cost	$ 2,360,000					Short	Principal Arterial	R							
COS - 125	City of Spokane 2025 Streets Captial Improvements Program	Sunset Highway Path - Spotted Rd. to Royal St.	Spokane	Construct shared use path along Sunset Hwy. Connect the existing shared use path at Royal St. and continue west to Spotted Rd. Strategic sidewalk segments will facilitate transit stops and pedestrian crossings.	Total Cost	$ 4,267,500					Short	Principal Arterial	R							

Plan/Study Title:

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
COS - 130	City of Spokane 2025 Streets Captial Improvements Program	Centennial Trail, Mission Ave Gap Phase 2	Spokane	This project will make a safety improvement where the Centennial Trail crosses Mission Avenue by providing grade separation. This project will implement the recommendations of the feasibility study to bridge over Mission Avenue and tunnel under the railroad tracks to the south of Mission Ave.	Total Cost-Unfunded	$ 910,000		Short	Trail	R							
COS - 132	City of Spokane 2025 Streets Captial Improvements Program	Riverside Ave. - Cedar to Monroe	Spokane	Curb to curb rebuild of Riverside Ave. from Cedar to Monroe. Replace ADA ramps and sidewalk in poor condition as needed. Integrated project with stormwater system improvements.	Total Cost-Unfunded	$ 2,105,000		Short	Major Collector	R							
COS - 133	City of Spokane 2025 Streets Captial Improvements Program	Fish Lake Trail to Centennial Trail Connection - Phase 3	Spokane	The project will finalize the design and build a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. Phase 3 will build a new pedestrian bridge over Latah Creek and complete the connection to the Centennial Trail.	Total Cost-Unfunded	$ 6,892,000		Short	Trail	R							
COS - 136	City of Spokane 2025 Streets Captial Improvements Program	4th Avenue, Sunset Hwy to Maple St	Spokane	Construct full depth roadway, repair sidewalk. This project will also replace a segment of the water distribution main, provide for stormwater separation, replace electrical, lighting and upgrade signals at Maple to include Accessible Pedestrian Signals (APS) as needed	Total Cost-unfunded	$ 3,080,000		Short	Major Collector	R							
COS - 137	City of Spokane 2025 Streets Captial Improvements Program	Whistalks Way, Government Way to River	Spokane	Construct full depth roadway and repair sidewalk. Project replaces the water main, separates stormwater, upgrades lighting and communication. Incorporated in the plan: lane reconfiguration, signals, enhance transit, bicycle, and pedestrian routing as appropriate. Incl. APS at signals where appropriate.	Total Cost-unfunded	$ 775,000		Mid	Principal Arterial	R							
COS - 138	City of Spokane 2025 Streets Captial Improvements Program	Main Ave, Monroe St to Browne St	Spokane	Pavement resurfacing, sidewalk repair/updates, curb bump-outs, storm drainage, securing vaulted sidewalks, and upgrading signals and lighting. Water lines need updates. Project will complement the Spokane Transit City Line. Include APS as appropriate. Candidate for Alternative Delivery.	Total Cost-unfunded	$ 12,975,000		Short	Minor Arterial	R							
COS - 142	City of Spokane 2025 Streets Captial Improvements Program	Havana Street – Sprague to Broadway	Spokane	Construct full depth roadway, repair sidewalk, communication conduit and cable, signal and utility updates. Include Accessible Pedestrian Signals (APS) as appropriate at signals. Integrated with utility improvements.	Total Cost-unfunded	$ 350,000		Short	Minor Arterial	R							
COS - 143	City of Spokane 2025 Streets Captial Improvements Program	12th Ave. - Deer Heights Rd. to Flint Rd.	Spokane	Construct new arterial roadway from Deer Heights Road to Flint Road, connecting to existing 12th Avenue within Airway Heights at Deer Heights Road.	Total Cost-unfunded	$ 4,000,000		Short	Major Collector	R							
COS - 145	City of Spokane 2025 Streets Captial Improvements Program	Nevada St. / Lincoln Rd. Intersection/Signal Improvements	Spokane	Modify the eastbound and westbound approaches to provide dedicated left turn lanes. Modify and replace the traffic signal system.	Total Cost-unfunded	$ 1,165,000		Short	Principal Arterial	R							
COS - 149	City of Spokane 2025 Streets Captial Improvements Program	Assembly / Francis / Nine Mile Roundabout	Spokane	The purpose of this project is to construct a roundabout at the intersection of Assembly and Francis, also referred to as the Nine Mile Roundabout	Total Cost	$ 3,800,000		Short	Principal Arterial	R							
COS - 150	City of Spokane 2025 Streets Captial Improvements Program	Latah Bridge Rehabilitation	Spokane	Replacement of the bridge deck, barriers, railing, sidewalks. Rehabilitation of select structural elements.	Total Cost	$ 66,750,000		Short	Principal Arterial	R							
COS - 151	City of Spokane 2025 Streets Captial Improvements Program	Thorpe Tunnel Preliminary Engineering	Spokane	Preliminary engineering of tunneling options under the BNSF railroad track and Fish Lake Trail to improve vehicular capacity of Thorpe Rd. while accommodating bikes and pedestrians.	Total Cost	$ 1,125,000		Short	Minor Arterial	R							
COS - 152	City of Spokane 2025 Streets Captial Improvements Program	Fish Lake Trail to Centennial Trail Connection - Phase 2	Spokane	The project will complete the design and environmental permitting and build a shared-use path connection from the Fish Lake Trailhead at Milton/Lindeke to the Centennial Trail via Sandifur Bridge. Phase 2 continues the pathway from 5th/Government Way descending down the hill through High Bridge Park to A Street.	Total Cost	$ 7,553,000		Short	Trail	R							

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

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SC-1	SRTC TIP	Wellesley Ave and Appleway Ave Roundabout	Spokane County	The project will construct a single lane roundabout at the intersection of Wellesley Ave. Extension, Appleway Ave., and at the Washington / Idaho State Line.	PE						Short	Principal Arterial	R							
SC-3	SRTC TIP	Commute Trip Reduction 2024-2026	Spokane County	Trip reduction, innovative transportation demand management strategies and educational outreach	PE	$ 864,422	F		L		Short		R							
SC-4	SRTC TIP	Deer Park - Milan Rd Preservation	Spokane County	Grind and inlay preservation project	PE						Short	Minor Arterial	R							
SC-5	SRTC TIP	Hastings Rd Channelization-Wall Street & Graves Rd Ped. Safety	Spokane County	Replace median with concrete channelization, install signing, delineation, and pavement markings. Relocate crosswalk, widen road, reconstruct sidewalk/path, RRFB, raised median island	PE						Short	Principal Arterial	R							
SC-9	SRTC TIP	Market Street Preservation	Spokane County	Overlay roadway, widen shoulders, and upgrade to crosswalks and curb ramps.	PE						Short	Principal Arterial	R							
SC-10	SRTC TIP	Country Homes Boulevard Preservation	Spokane County	Grind and inlay, extend and widen bike lane, and upgrade curb ramps.	PE						Short	Principal Arterial	R							
SC-11	SRTC TIP	Bruce Road and Peone Road Roundabout	Spokane County	Install a roundabout.	PE						Short	Major Collector	R							
SC-12	SRTC TIP	Harvard Road Reconstruction Phase 2	Spokane County	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	PE						Short	Principal Arterial	R							
SC-13	SRTC TIP	Craig Rd & I-90 Four Lakes Connection Planning Study	Spokane County	A planning and feasibility study to determine if there is a viable connection from I-90 to Craig Rd.	PE	$ 3,600,000	F		L		Short	Principal Arterial	R							
SC-19.5	Mead - Mt. Spokane Transportation Area Plan	Freya Street Connection (Lane Park Road to Deer Road)	Spokane County	Construct a new collector street along the alignment of Freya Street from Lane Park Road to Deer Road with bicycle lanes (or parallel multiuse trail) and sidewalks on the east side (if the	PE	$ 690,000					Upon Future Development	Minor Collector	R							
SC-20	Mead - Mt. Spokane Transportation Area Plan	Highland Road Connection	Spokane County	A new collector street along the alignment of Highland Road from US 2 to connect with the future Freya Street connection. The street should be constructed with bicycle lanes (or parallel	PE	$ 150,000					Upon Future Development	Minor Collector	R							
SC-28	Mead - Mt. Spokane Transportation Area Plan	US 2/Lane Park Road Intersection Full Access Improvements & Pedestrian	Spokane County	The US 2/Lane Park Road intersection will be improved to provide full access for all vehicle movements as well as marked pedestrian crossings.	PE	$ 320,000					Upon Future Development	Principal Arterial	R							
SC-29	Mead - Mt. Spokane Transportation Area Plan	Enhanced Safety & LOS Improvements at US 2/Farwell Road Intersection	Spokane County	Implement safety improvements at the US 2/Farwell Road intersection to counter injury crash history, notably to reduce the likelihood of rear-end and failure-to-yield crashes.	PE	$ 300,000					Ongoing (Monitoring)	Principal Arterial	R							
SC-31	Mead - Mt. Spokane Transportation Area Plan	US 2 Signalized Pedestrian Crossings Spaced About a Quarter Mile from Lane Park	Spokane County	A pedestrian crossing analysis will be required for all new developments along US 2 to identify potential increased crossing demand across. As the land around US 2 between Day	PE	$ 30,000					Upon Future Development	Principal Arterial	R							
SC-32	Mead - Mt. Spokane Transportation Area Plan	Day Mt. Spokane Road/Bruce Road Intersection Operations and Safety	Spokane County	Improvements will be implemented at this intersection to address sight distance concerns and traffic operations from future growth. The specific improvement will be determined as	PE	$ 300,000					Long	Minor Arterial	R							
SC-33	2025 Unified List of Regional Transportation Priorities and Policy Statements	Argonne Rd Safety Improvements	Spokane County	Reconstruct Argonne Rd/Upriver Dr intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.	PE						Mid	Principal Arterial	R							
SC-34	2025 Unified List of Regional Transportation Priorities and Policy Statements	Wall St Safey & Capital Improvements	Spokane County	Project includes pavement restoration, stormwater infrastructure, new sewer force main, and pedestrian crossing and intersection improvements at Country Homes Blvd.	PE						Mid	Principal Arterial	R							
SC-35	2025 Unified List of Regional Transportation Priorities and Policy Statements	Craig Rd & I-90 Four Lakes Connection	Spokane County	Improve access from I-90 to Craig Rd by modifying existing interchange, to provide northerly access and complete a link to Craig Rd, and reconstructing the corridor.	PE						Mid	Major Collector	R							
SC-36	2025 Unified List of Regional Transportation Priorities and Policy Statements	Centennial Trail / Argonne Gap Project	Spokane County	Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne	PE						Long	Principal Arterial	R							
SC-37	2025 Unified List of Regional Transportation Priorities and Policy Statements	Market St Reconstruction	Spokane County	Reconstruct roadway, adding a 10' shared use path and incorporating missing stormwater infrastructure.	PE						Mid	Principal Arterial	R							
SC-38	Spokane County Public Works - Division of Capital Projects	Hatch Road Reconstruction - Midway to MP 1.10	Spokane County	Reconstruction with new pathway on west side	Total Cost	$ 2,877,000				Urban Arterial Program (TIB)	Short	Minor Arterial	R							
SC-39	Spokane County Public Works - Division of Capital Projects	57th / Freya Roundabout	Spokane County	Intersection Improvement	CN	$ 20,000					Short	Principal Arterial	R							
SC-41	Spokane County Public Works - Division of Capital Projects	Harvard Rd Reconstruction Phase 1	Spokane County	Reconstruct roadway to existing width	CN	$ 20,000					Short	Principal Arterial	R							
SC-42	Spokane County Public Works - Division of Capital Projects	County Homes Preservation - Cedar to Wall	Spokane County	Grind and inlay southbound lane and bike lane	PE	$ 40,000					Short	Principal Arterial	R							
SC-44	Spokane County Public Works - Division of Capital Projects	Hatch Road Reconstruction - MP 1.10 to Urban Area Boundary	Spokane County	Reconstruction with new pathway on west side	PE	$ 65,000					Short	Minor Arterial	R							
SC-45	Spokane County Public Works - Division of Capital Projects	Market St Preservation - Freya to MP 2.45	Spokane County	Preservation - 2-inch overlay full width. North limits 0.20 miles south of Hawthorne	Budget	$ 2,259,000					Short	Principal Arterial	R							
SC-47	Spokane County Public Works - Division of Capital Projects	Mill Road Reconstruction - Waikiki to Hastings	Spokane County	Reconstruct deteriorating pavement and narrow pavement width to allow for stormwater improvements	Budget	$ 2,000,000					Short	Principal Arterial	R							
SC-48	Spokane County Public Works - Division of Capital Projects	Craig / Thorpe Roundabout	Spokane County	Construct new roundabout	Budget	$ 2,000,000					Short	Major Collector	R							

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
SC-49	Spokane County Public Works - Division of Capital Projects	Grove and Thorpe Intersection	Spokane County	Intersection Improvement	Budget	$ 2,025,000		Short	Minor Arterial	R							
SC-50	Spokane County Public Works - Division of Capital Projects	Hastings Road Reconstruction - Mill to Mead HS	Spokane County	Grind and inlay with ADA and safety improvements. Tie to Hastings Stormwater project	Budget	$ 1,890,000		Short	Principal Arterial	R							
SC-52	Spokane County Public Works - Division of Capital Projects	Nevada St. Reconstruction - Hawthorne to US 2	Spokane County	Pavement condition has deteriorated that requires reconstruction, Tie to Stormwater project	Budget	$ 2,747,000		Short	Principal Arterial	R							
SC-53	Spokane County Public Works - Division of Capital Projects	Thorpe Road Reconstruction - FAFB to Craig	Spokane County	Reconstruct and widen to support entrance to Fairchild Airforce Base	Budget	$ 3,626,000		Short	Major Collector	R							
SC-56	Spokane County Public Works - Division of Capital	57th Ave Preservation - Palouse to Glenrose	Spokane County	Preservation	Budget	$ 1,000,000		Short	Minor Arterial	R							
SC-57	Spokane County Public Works - Division of Capital Projects	County Homes Preservation SB - Wall to Division	Spokane County	Grind and inlay southbound lane and bike lane	Budget	$ 1,750,000		Short	Principal Arterial	R							
SC-58	Spokane County Public Works - Division of Capital Projects	Craig Road Reconstruction - Thorpe to McFarlane	Spokane County	2 - lanes, 6' shoulders both sides, 36' pavement width	Budget	$ 2,560,000		Short	Major Collector	R							
SC-60	Spokane County Public Works - Division of Capital Projects	Glenrose Reconstruction - 57th to Sumac	Spokane County	Widen and realign to urban section from 57th to Sumac	Budget	$ 3,000,000		Short	Minor Arterial	R							
SC-61	Spokane County Public Works - Division of Capital Projects	Hastings Road Reconstruction - Mead HS to US 395	Spokane County	Grind and inlay with ADA and safety improvements. Tie to Hastings Stormwater project	Budget	$ 1,890,000		Short	Principal Arterial	R							
SC-63	Spokane County Public Works - Division of Capital Projects	Wall Street Preservation - Price to Whitworth	Spokane County	Preservation, coordinated with stormwater project, Environmental Services sanitary force main project and possible Whitworth Water utility work.	Budget	$ 1,750,000		Short	Principal Arterial	R							
SC-64	Spokane County Public Works - Division of Capital	Barker & Chapman Intersection	Spokane County	Intersection improvement	Budget	$ 1,731,000		Short	Minor Arterial	R							
SC-65	Spokane County Public Works - Division of Capital Projects	Barker Road Reconstruction - UAB to City Limits	Spokane County	Reconstruct to urban section, enhance ADA and Stormwater	Budget	$ 1,695,000		Short	Minor Arterial	R							
SC-66	Spokane County Public Works - Division of Capital Projects	Craig Road Reconstruction - McFarlane to US 2	Spokane County	2-lanes, 6' shoulder west side, bike lane & sidewalk east side, 33.5 pavement width	Budget	$ 2,560,000		Short	Major Collector	R							
SC-69	Spokane County Public Works - Division of Capital Projects	Wall Street and Country Homes Blvd. Intersection Improvement	Spokane County	Replace traffic signal system with new. Add eastbound and westbound left turn lanes in median. Repave intersection	Budget	$ 2,882,000		Short	Principal Arterial	R							
SC-71	Spokane County Public Works - Division of Capital Projects	Glenrose Reconstruction - Sumac to 37th	Spokane County	Widen and realign to urban section from Sumac to 37th	Budget	$ 3,500,000		Short	Minor Arterial	R							
SC-72	Spokane County Public Works - Division of Capital Projects	Market St. Reconstruction - Farwell to SR 206	Spokane County	Road reconstruction and add shared use path	Budget	$ 310,000		Short	Principal Arterial	R							
SC-74	Spokane County Public Works - Division of Capital	Sprague / Henry / Kramer Parkway Roundabout	Spokane County	Intersection improvement	Budget	$ 2,000,000		Short	Major Collector	R							
SC-75	Spokane County Public Works - Division of Capital Projects	Sullivan and 32nd Intersection	Spokane County	Construct new 4-leg roundabout. East leg of roundabout to tie into "32nd Avenue Connector - Sullivan to Conklin" project	Budget	$ 2,000,000		Short	Principal Arterial	R							
SC-76	Spokane County Public Works - Division of Capital Projects	32nd Avenue Reconstruction - Best to Sullivan	Spokane County	Reconstruct with two way left turn lane, path on north side, shoulder on south side	Budget	$ 2,800,000		Short	Principal Arterial	R							
SC-77	Spokane County Public Works - Division of Capital Projects	32nd Avenue New Alignment - Sullivan to Co	Spokane County	Construct new alignment east of Sullivan Road connecting 32nd avenue to Saltese Road near Conklin	Budget	$ 3,500,000		Short	Principal Arterial	R							
SC-78	Spokane County Public Works - Division of Capital	Glenrose / 37th Intersection	Spokane County	Construct roundabout	Budget	$ 150,000		Short	Minor Arterial	R							
SC-79	Spokane County Public Works - Division of Capital Projects	Glenrose Reconstruction- 37th to 29th	Spokane County	Widen and realign to urban section from 37th to 29th	Budget	$ 30,000		Short	Minor Arterial	R							
SC-80	Spokane County Public Works - Division of Capital Projects	Grove Road Reconstruction - Thorpe to EB I-90 Ramp	Spokane County	Reconstruct to 3-lane urban section. Explore path on east side to connect to path over I- 90	Budget	$ 50,000		Short	Minor Arterial	R							
SC-81	Spokane County Public Works - Division of Capital Projects	Hayford Road Realignment	Spokane County	Reconstruct Hayford Road on new alignment to avoid SIA third runway	Budget	$ 115,000		Short	Minor Arterial	R							
SC-82	Spokane County Public Works - Division of Capital Projects	Thorpe Road Reconstruction - Harrison to Spokane City limits	Spokane County	Reconstruct to Urban section	Budget	$ 2,300,000		Short	Minor Arterial	R							
SC-83	Spokane County Public Works - Division of Capital Projects	32nd Avenue Reconstruction - Conklin to Chapman	Spokane County	Reconstruct roadway, sidewalk on north side, shoulder on south side. Two way left turn lane or turn lanes where warranted.	Budget	$ 2,000,000		Short	Minor Arterial	R							

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
SC-84	Spokane County Public Works - Division of Capital Projects	Glenrose Reconstruction - 29th to Carnahan	Spokane County	Widen and realign to urban section from 29th to Carnahan	Budget	$ 15,000		Short	Minor Arterial	R							
SC-106	Spokane County Public Works - Division of Capital Projects	Brooks Road At-grade Railroad Safety	Spokane County	Safety enhancements at the Brooks Road atgrade railroad crossing.	Budget	$ 145,000		Short	Major Collector	R							
SC-107	Spokane County Public Works - Division of Capital Projects	Argonne Road Freight, Active Transportation and Safety	Spokane County	Argonne & Upriver intersection improvement, Conc. pavement, pedestrian and bike improvement to improve freight movement, increase safety and reduce freight conflicts.	Budget	$ 11,500,000		Short	Principal Arterial	R							
SC-108	Spokane County Public Works - Division of Capital Projects	Saltese & Sullivan Traffic Signal	Spokane County	Install a new signal at this intersection	Budget	$ 1,011,000		Short	Principal Arterial	R							
SC-109	Spokane County Public Works - Division of Capital Projects	Bruce Road and Day Mt. Spokane Intersection	Spokane County	Intersection improvement	Budget	$ 200,000		Short	Major Collector	R							
SC-110	Spokane County Public Works - Division of Capital Projects	Flint and Trails Roundabout	Spokane County	Construct single lane roundabout	Budget	$ 2,200,000		Short	Major Collector	R							
SC-111	Spokane County Public Works - Division of Capital Projects	Hayford, Trails and Deno Roundabout	Spokane County	Construct single lane roundabout	Budget	$ 1,916,000		Short	Major Collector	R							
SC-112	Spokane County Public Works - Division of Capital Projects	Harvard Road / BNSF Railroad Crossing Elimination	Spokane County	Highway-Rail grade crossing improvement project. Proposed grade separation by constructing roadway bridge over railroad.	Budget	$ 32,800,000		Short	Principal Arterial	R							
SC-131	Spokane County Public Works - Division of Capital Projects	Bigelow Gulch/Forker Connector - Project 2	Spokane County	Reconstruct and widen to four lanes with shoulders.	Budget	$ 280,000		Short	Minor Arterial	R							
SC-122	Spokane County Public Works - Division of Capital Projects	Deer Park-Milan Preservation - MP 2.87 to US 2	Spokane County	2-inch grind / inlay of 26 ft. pavement width (drive lanes), replace centerline rumble strips	Budget	$ 1,030,000		Short	Minor Arterial	R							
SC-123	Spokane County Public Works - Division of Capital Projects	Elk-Chattaroy Reconstruction - Big Meadows to Cowgill	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	Budget	$ 2,654,000		Short	Major Collector	R							
SC-124	Spokane County Public Works - Division of Capital Projects	Craig / Thorpe Realignment	Spokane County	Realign Craig Road to improve offset T intersection. 6.5 inch HMA pavement section	Budget	$ 1,717,000		Short	Major Collector	R							
SC-125	Spokane County Public Works - Division of Capital Projects	Deer Park Milan Preservation - Deer Park City Limits to Perry	Spokane County	2-inch grind / inlay of 26 ft. pavement width (drive lanes), replace centerline rumble strips	Budget	$ 1,670,000		Short	Minor Arterial	R							
SC-126	Spokane County Public Works - Division of Capital Projects	Elk-Chattaroy Preservation - MP 7.91 to Antler	Spokane County	2 inch overlay over 1 inch prelevel of existing 20 ft. pavement width	Budget	$ 1,323,000		Short	Major Collector	R							
SC-129	Spokane County Public Works - Division of Capital Projects	Barker Road Reconstruction - Rodeo to 15th.	Spokane County	Reconstruct from existing 22' wide to 30' wide paved (two 11' lanes and 4' shoulders)	Budget	$ 3,500,000		Short	Minor Arterial	R							
SC-130	Spokane County Public Works - Division of Capital Projects	Cheney-Spokane Preservation - Grove to Spokane city limits	Spokane County	Preservation	Budget	$ 3,000,000		Short	Major Collector	R							
SC-131	Spokane County Public Works - Division of Capital Projects	Craig Road New Alignment - I-90 / Four Lakes Interchange to MP 0.54	Spokane County	Construct new alignment from I-90 / Four Lakes interchange to Craig Road	Budget	$ 4,560,000		Short	Minor Collector	R							
SC-132	Spokane County Public Works - Division of Capital Projects	Deno Road Reconstruction - Rambo to Craig	Spokane County	Pave/widen existing gravel road, realign horizontal and vertical substandard curves	Budget	$ 3,500,000		Short	Minor Collector	R							
SC-133	Spokane County Public Works - Division of Capital Projects	Elk-Chattaroy Reconstruction - Cowgill to North Jim Hill	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	Budget	$ 4,000,000		Short	Major Collector	R							
SC-136	Spokane County Public Works - Division of Capital Projects	Deno Road 3R - Craig to MP 3.59	Spokane County	Widen from existing 20' paved width to 30' paved width (11' lanes, 4' shoulders)	Budget	$ 3,500,000		Short	Minor Collector	R							
SC-137	Spokane County Public Works - Division of Capital	Appleway / Spokane Bridge Rd Intersection	Spokane County	Reconstruct intersection - Proposed roundabout - when warranted.	Budget	$ 1,500,000		Short	Minor Arterial	R							
SC-138	Spokane County Public Works - Division of Capital Projects	Craig Road Reconstruction - MP 0.54 to SR 902	Spokane County	Reconstruct and widen to 36'	Budget	$ 4,700,000		Short	Minor Collector	R							
SC-141	Spokane County Public Works - Division of Capital Projects	Craig Road Reconstruction - SR 902 to MP 2.82	Spokane County	Reconstruct and widen to 36'	Budget	$ 2,348,000		Short	Minor Collector	R							
SC-143	Spokane County Public Works - Division of Capital Projects	Elk-Chattaroy Reconstruction - North Jim Hill to Chattaroy	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	Budget	$ 2,000,000		Short	Major Collector	R							
SC-145	Spokane County Public Works - Division of Capital	Rambo Road 3R - US 2 to Deno	Spokane County	Widen from existing 22' ft. paved width	Budget	$ 4,400,000		Short	Minor Collector	R							

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
														Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
SC-146	Spokane County Public Works - Division of Capital Projects	Trails and Old Trails (N) Intersection	Spokane County	Intersection improvement	Budget	$ 1,750,000					Short	Major Collector	R							
SC-147	Spokane County Public Works - Division of Capital Projects	32nd Avenue Reconstruction - Chapman to Barker	Spokane County	Reconstruct to 2-lane rural roadway, 6' shoulders both sides, turn lanes where warranted	Budget	$ 3,500,000					Short	Minor Arterial	R							
SC-148	Spokane County Public Works - Division of Capital Projects	Deno Road 3R - MP 3.59 to Hayford	Spokane County	Widen from existing 20' paved width to 30' paved width (11' lanes, 4' shoulders)	Budget	$ 3,000,000					Short	Minor Collector	R							
SC-149	Spokane County Public Works - Division of Capital Projects	Elder Road 2R - SR 27 to Campbell	Spokane County	2R - reconstruct with minor widening	Budget	$ 2,062,000					Short	Major Collector	R							
SC-150	Spokane County Public Works - Division of Capital Projects	Elk-Chattaroy Reconstruction - Chattaroy to Bruce	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	Budget	$ 3,600,000					Short	Major Collector	R							
SC-151	Spokane County Public Works - Division of Capital Projects	Elk-Chattaroy Reconstruction - Bruce to Tallman	Spokane County	Reconstruct with a 10" CTB with 3" HMA. 12' lanes and 6' shoulders (5' paved, 1' gravel) on both sides	Budget	$ 3,400,000					Short	Major Collector	R							

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ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
														Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
SIA-1	Spokane International Airport Master Plan (March 2014)	21st Avenue East Extension	SIA	WSDOT has studied a three-lane extension of 21st Avenue to provide congestion relief to U.S. Highway 2 through City of Airway Heights.	PE						Mid	Minor Arterial	R							
SIA-2	Spokane International Airport Master Plan (March 2014)	U.S. Highway 2 and Flint Road Traffic Signal	SIA	Traffic associated with the development along U.S.Highway 2 causes delays and automobile accidents at the intersection with Flint Road. It is expected that delays and the risk of accidents will increase as development continues. The installation of a traffic signal has been identified as the appropriate mitigation technique at this location.	PE						Mid	Principal Arterial	R							
SIA-3	Spokane International Airport Master Plan (March 2014)	U.S. Highway 2 and Spotted Road Safety Improvements	SIA	An increase in vehicle traffic at the intersection of U.S. Highway 2 and Spotted Road has come with an increase in vehicle accidents. U.S. Highway 2 has a rise to the east of the intersection, which makes it difficult for northbound traffic on Spotted Road to see oncoming vehicles on U.S. Highway 2. One safety improvement under consideration is prohibiting left turns from Spotted Road on to U.S. Highway 2. This intersection remains under evaluation.	PE						Mid	Principal Arterial	R							
SIA-4	Spokane International Airport Master Plan (March 2014)	Hayford Road Realignment	SIA	Hayford Road will need to be realigned to accommodate proposed runway. Realignment techniques include relocating the surface road, or tunneling the road underground. It is recommended that the Airport continue to coordinate with local transportation planners to keep realigned Hayford Road outside of the runway protection zones of existing and planned runways. WSDOT is considering improvements to the interchange of Interstate 90 and Medical Lake Road. Realignment of Hayford Road should consider maintaining access to this interchange, which would give planned westside airport development direct access to Interstate 90.	PE						Mid	Minor Arterial	R							
SIA-5	Spokane International Airport Master Plan (March 2014)	Flint Road and Inbound Airport Drive Improvements	SIA	The intersection of Flint Road and inbound Airport Drive is classified as LOS B, but LOS is predicted to decline to LOS D within the 20-year forecast period. The need for improvements to this intersection relates more to accident protection than safety. One technique being considered is reducing speed limit on inbound Airport Drive east of Flint Road. Another technique is prohibiting traffic on Flint Road from crossing Airport Drive. This improvement may improve safety, but it will increase driving distances and the number of vehicles on Airport Drive.	PE						Short	Principal Arterial	R							
SIA-6	Spokane International Airport Master Plan (March 2014)	Airport Drive and Spotted Road	SIA	There are no capacity issues on the inbound and outbound Airport Drive intersections with Spotted Road, but these intersections have a history of vehicle accidents. Several safety improvements have been completed including the addition of rumble strips on Spotted Road and flashing lights on the stop signs. One safety improvement under consideration is an overpass to eliminate the intersections. If this improvement moves forward, it is recommended that both directions of Airport Drive are relocated together instead of constructing two bridges.	PE						Mid	Principal Arterial	R							
SIA-6.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	From Interstates to Airways: Spotted Rd & Airport Dr Safety & Multimodal	SIA	Construct a grade-separated interchange at Spotted Rd over Airport Dr and relocating Spotted Rd outside of the Runway Protection Zone for the Airport's primary instrument runway	PE						Mid	Principal Arterial	R							
SIA-8	Spokane International Airport Master Plan (March 2014)	I-90 and Geiger Interchange Capacity Improvements	SIA	The Interstate 90-Geiger Road provides significant service to the east side of the Airport, and experiences congestion and delay during peak periods. One alternative relocates the westbound Interstate 90 off-ramp to the east, which allows installation of turn lanes and a traffic signal at the intersection of Grove Road and Geiger Boulevard. Another alternative under consideration is to install a roundabout at the intersection of Geiger Boulevard and Grove Road.	PE						Short	Minor Arterial	R							

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

Plan/Study Title																SRTC Guiding Principles						
ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)					Implementation Time Frame	Functional Classification (Roadway)	Regional	Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
SIA-9	Spokane International Airport Master Plan (March 2014)	Thorpe Road Connection	SIA	This connection which would cross over Interstate 90 and connect Electric Avenue west of I-90 to Thorpe Avenue east of Interstate 90. It is expected that this improvement will relieve congestion on Geiger Road and at the Interstate 90-Geiger Road interchange.	PE							Long	Major Collector	R							

Plan/Study Title

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Mid-Term (6-10 years)
Long-Term (more than 10 years)

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											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
STA-1	SRTC TIP	Division Line: Division BRT Construction and Implementation	STA	Subject to full funding, construct and implement Division BRT, including all stations, transit center, layover, amenities, fleet requirements and associated roadway and multimodal	PE			Short	Transit	R							
STA-3	SRTC TIP	Argonne Station Park and Ride	STA	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	PE			Short	Transit	R							
STA-4	2025 Unified List of Regional Transportation Priorities and Policy Statements	Division Bus Rapid Transit	STA	Enhances transit along corridor w/more frequent service, transit signal priority, all-door boarding, and dedicated business access and transit lanes (BAT) for more than half the corridor	PE			Long	Transit	R							
STA-9	Division Street Corridor Development Plan	E Mission Ave - Bike	STA	Roadway reconfiguration - installing buffered bike lanes between Division to Cincinnati	PE			Mid	Principal Arterial	R							
STA-11	Division Street Corridor Development Plan	E Wellesley Ave - Bike	STA	Roadway reconfiguration - installing buffered/protected cycle track and improvements between Division and Lidgerwood	PE			Mid	Principal Arterial	R							
STA-15	Division Street Corridor Development Plan	N Division St (1) - Ped	STA	Addition of sidewalks to fill gaps near Lyons	PE			Mid	Principal Arterial	R							
STA-18	Division Street Corridor Development Plan	N Division (2) - Ped	STA	Add sidewalks to fill gaps north of Cozza	PE			Mid	Principal Arterial	R							
STA-20	Division Street Corridor Development Plan	N Division (3) - Ped	STA	Add sidewalks to fill gaps near Country Homes	PE			Mid	Principal Arterial	R							
STA-22	Division Street Corridor Development Plan	N Nevada St - Bike	STA	Roadway reconfiguration and install buffered bike lanes between Magnesium and Newport Highway	PE			Mid	Principal Arterial	R							
STA-25	Division Street Corridor Development Plan	N Division St/Boone Ave - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-26	Division Street Corridor Development Plan	E Mission Ave /N Lidgerwood St	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, and signs	PE			Mid	Principal Arterial	R							
STA-27	Division Street Corridor Development Plan	E Francis Ave/N Liderwood St - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-28	Division Street Corridor Development Plan	N Division St/Stonewall Ave - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-29	Division Street Corridor Development Plan	N Newport Hwy/N Country Homes Blvd - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-30	Division Street Corridor Development Plan	N Newport Hwy/E Hoerner Ave - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-31	Division Street Corridor Development Plan	N Division St/Holland Ave - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-33	Division Street Corridor Development Plan	E Newport Hwy/E Westview Ave - Crossing	STA	Intersection improvements to install refuge islands, curb extensions, crosswalks, signs, and pedestrian hybrid beacon	PE			Mid	Principal Arterial	R							
STA-34	Division Street Corridor Development Plan	N Division St/Graves Rd - Crossing	STA	Intersection improvements to install traffic signal and ADA enhancements	PE			Mid	Principal Arterial	R							
STA-34.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	Division St Active Transportation Access Improvements	STA	Install parallel and connecting active transportation improvements along the Division Corridor to support safe first/last mile bike/ped connections to BRT stations	PE			Mid	Principal Arterial	R							
STA-35	Horizon 2045 MTP	Division Bus Rapid Transit	STA	BRT line on North Division and the Newport Highway.	2027			Short	Principal Arterial	R							
STA-36	Horizon 2045 MTP	US 395/North Spokane Corridor Transit	STA	Capital investment to implement transit service on the US 395/North Spokane Corridor.	2032			Long	Freeway	R							
STA-51	Mead - Mt. Spokane Transportation Area Plan	Park and Ride at US 395 & Farwell Road	STA	Explore the viability of and construct a new park-and-ride in the study area.				Long		R							
STA-52	2025 Unified List of Regional Transportation Priorities and Policy Statements	STA Fleet Electrification	STA	Purchase of battery-electric buses (BEB) and required infrastructure to reach the 40 vehicle capacity at the Boone NW Garage and the required infrastructure	PE			Long	Transit	R							
STA-53	2025 Unified List of Regional Transportation Priorities and Policy Statements	I-90/Valley High Performance Transit (HPT)	STA	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park &	PE			Short		R							
STA-54	2025 Unified List of Regional Transportation Priorities and Policy Statements	LEIA - Liberty to Edgecliff Improvements for Accessibility	STA	Focused construction of sidewalks, bike facilities, crosswalks, lighting, traffic signals, and transit stops in the East Central community to offset myriad negative impacts created by the	PE			Long		R							
STA-55	2025 Unified List of Regional Transportation Priorities and Policy Statements	Wellesley High Performance Transit (HPT)	STA	Revise Route 33 Wellesley to HPT Route 3. The project includes passenger and operational enhancements, along with improved connectivity and accessibility to facilitate ease of transfer to	PE			Mid	Principal Arterial	R							

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

Plan/Study Title														SRTC Guiding Principles						
ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
COSV-1	SRTC TIP	Sullivan/Trent Interchange	Spokane Valley	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	PE						Short	Principal Arterial	R							
COSV-1.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	Sullivan/Trent Interchange	Spokane Valley	Reconstruct Sullivan Rd/SR 290 interchange, including on/off ramps, to restore long-term capacity and satisfy projected traffic growth from 2022 Bigelow Gulch-Forker Road Connection	PE						Mid	Principal Arterial	R							
COSV-2	SRTC TIP	Sprague Preservation at SR 27	Spokane Valley	Pavement preservation with locations of full depth patching.	PE						Short	Principal Arterial	R							
COSV-3	SRTC TIP	Pines Road/BNSF Grade Separation	Spokane Valley	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	PE						Short	Principal Arterial	R							
COSV-4	SRTC TIP	N. Barker Rd. (Appleway-Sprague)	Spokane Valley	Construct three lane urban section with bike lanes, sidewalks, and storm water facilities. Signal improvements and intersection rechannelization at Appleway intersection as required.	PE						Short	Principal Arterial	R							
COSV-5	SRTC TIP	Sullivan Preservation - Spokane River to Kiernan	Spokane Valley	Pavement preservation with locations of full depth patching.	PE						Short	Principal Arterial	R							
COSV-6	SRTC TIP	S Sullivan Rd. Preservation	Spokane Valley	Pavement repair, overlay, fill sidewalk gaps, ITS facilities, and elevation of crossing improvements on 12th Ave.	PE						Short	Principal Arterial	R							
COSV-11	Horizon 2045 MTP	Argonne Rd/I-90 Interchange Bridge Widening	Spokane Valley	Bridge replacement project that adds a third southbound lane, wider shoulder, and new sidewalk.	2025						Short	Principal Arterial	R							
COSV-11.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	Argonne Bridge at I-90	Spokane Valley	Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path.	PE						Mid	Principal Arterial	R							
COSV-12	Horizon 2045 MTP	Barker Rd Reconstruction	Spokane Valley	Project widens Barker Rd from an existing 3-lane rural section to a 5-lane urban section from Appleway to I-90.	2025						Short	Principal Arterial	R							
COSV-13	Horizon 2045 MTP	Park Rd/BNSF Grade Separatoin	Spokane Valley	Grade separation project raising Park Rd over BNSF tracks and construcitng at-grade intersection on Trent Ave (SR 290)	2030						Long	Minor Arterial	R							
WSDOT-24	Horizon 2045 MTP	I-90/Barker Rd Interchange	Spokane Valley	Replace I-90 Barker Rd interchange.	2040						Long	Principal Arterial	R							
COSV-19	South Barker Road Corridor Projects	Barker Road, Mission to Boone Avenue Improvements	Spokane Valley	Widen Barker Road to 5-lane arterial with bike lanes and sidewalks	PE						Short	Principal Arterial	R							
COSV-20	South Barker Road Corridor Projects	Barker Road, I-90 to Appleway Boulevard	Spokane Valley	Widen Barker Road to 5-lane arterial with bike lanes and sidewalks	PE						Long	Principal Arterial	R							
COSV-21	South Barker Road Corridor Projects	Barker Road, Appleway Boulevard to South City limits	Spokane Valley	Widen Barker Road to 3-lane arterial with bike lanes and sidewalks	PE						Long	Minor Arterial	R							
COSV-21.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	South Barker Rd Corridor	Spokane Valley	Widen & reconstruct Barker Rd to a 5-lane urban arterial (Mission to Appleway), a 3-lane urban arterial (Appleway to city limits) and add roundabouts at Sprague, 4th, and 8th aves	PE						Long	Principal/Minor Arterial	R							
COSV-22	South Barker Road Corridor Projects	Barker Road / 4th Avenue Intersection Improvement Project	Spokane Valley	Construct a single lane roundabout at Barker/4th Avenue	PE						Long	Minor Arterial	R							
COSV-23	South Barker Road Corridor Projects	Barker Road / 8th Avenue Intersection Improvement Project	Spokane Valley	Construct a single lane roundabout at Barker/8th Avenue	PE						Long	Minor Arterial	R							
COSV-23.5	2025 Unified List of Regional Transportation Priorities and Policy Statements	Barker Rd & I-90 Interchange	Spokane Valley	Replace single-lane roundabout and 2-lane bridge with new 2-lane roundabout and 4-lane bridge to accommodate existing traffic and growth	PE						Long	Principal Arterial	R							
COSV-24	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Pines Rd. / Mission Ave. Intersection Improvement	Spokane Valley	Signal and channelization upgrades to improve capacity and additional turn lane on southbound Pines.	Total	$ 32,000					Short	Principal Arterial	R							
COSV-25	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Broadway Preservation - Fancher to Park	Spokane Valley	Two-Year phased pavement preservation project with concrete intersection upgrade at Park Rd.	Total	$ 81,000					Short	Principal Arterial	R							
COSV-33	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Sprague Preservation (Bowdish to McDonald)	Spokane Valley	Roadway Preservation, project may extend limits of work based on available funding: University to Evergreen.	Total	$ 3,034,000					Short	Principal Arterial	R							
COSV-34	City of Spokane Valley 2025 Six Year Transportation Improvement Program	S. Sullivan Rd. Preservation (8th to 24th)	Spokane Valley	Preservation project with sidewalk infill, stormwater upgrades, and ITS expansion. Hybrid beacon crossing will be evaluated near 12th.	Total	$ 4,331,000					Short	Principal Arterial	R							
COSV-35	City of Spokane Valley 2025 Six Year Transportation Improvement Program	N. Sullivan Rd. Preservation (Spokane River to Kiernan)	Spokane Valley	Preservation project, excluding intersections of Marietta, Euclid, and Kiernan.	Total	$ 3,080,000					Short	Principal Arterial	R							
COSV-36	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Barker Road Reconstruction (Sprague to Appleway)	Spokane Valley	Reconstruction to urban 3-lane section.	Total	$ 5,228,000					Short	Minor Arterial	R							

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)	Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
											Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
COSV-37	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Pines Rd. (SR27) / BNSF Grade Separation Project	Spokane Valley	Construct Grade Separation at Pines(SR27)/BNSF RR/Trent (SR290).	Total	$ 36,793,000		Short	Principal Arterial	R							
COSV-39	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Fancher Rd. Preservation (Sprague to Trent)	Spokane Valley	Phased preservation project with asphalt grind and inlay with stormwater retrofits. Broadway-Trent planned for 2025 and Sprague-Broadway planned for 2026.	Total	$ 4,069,000		Short	Minor Arterial	R							
COSV-40	City of Spokane Valley 2025 Six Year Transportation Improvement Program	32nd & Pines Preservation	Spokane Valley	Roadway preservation on 32nd between Pines and SR-27 and on Pines between 32nd and 40th. CN may be phased	Total	$ 5,100,000		Short	Principal Arterial	R							
COSV-41	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Argonne Rd. Concrete Pavement - Indiana to Knox	Spokane Valley	Reconstruct with concrete and improve stormwater and signal operations.	Total	$ 4,428,000		Short	Principal Arterial	R							
COSV-42	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Sullivan Rd. / SR 290 Interchange Reconstruction	Spokane Valley	Reconstruct interchange, including widening of Sullivan between Trent & Wellesley, adding ITS, center turn lane, lighting, and shared use path	Total	$ 44,580,000		Short	Principal Arterial	R							
COSV-43	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Argonne Rd. & I-90 Interchange Bridge	Spokane Valley	Widen Argonne Road bridge to 3 lanes and improve pedestrian & bicycle facilities. New channelization to coordinate with 2028 STA park & ride facility.	Total	$ 28,200,000		Short	Principal Arterial	R							
COSV-46	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Barker Road Corridor (Mission Ave. to South City Limit)	Spokane Valley	Phased improvements: Mission to I-90 & I-90 to Appleway (5-lanes), Appleway to Sprague to 4th to 8th (3-lanes). Roundabouts at Sprague, 4th & 8th Ave. Bikes lanes, sidewalks, ITS, and stormwater as needed.	Total	$ 100,000		Short	Principal/Minor Arterial	R							
COSV-48	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Barker Road & I-90 Interchange Project	Spokane Valley	Full reconstruction of the interchange to provide a 4-lane bridge with facilities for all users. Impacts likely to extend to Boone and Broadway Avenues.	Total	$ 23,000,000		Short	Principal Arterial	R							
COSV-50	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Pines Rd. (SR-27) / 16th Ave. Intersection Improvement	Spokane Valley	Add traffic control at five-leg intersecton (potential roundabout).	Total	$ 7,049,000		Short	Principal Arterial	R							
COSV-52	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Citywide Trail Improvements	Spokane Valley	Appleway Trail (Farr to Dishman Mica) and Millwood Trail (Connecting Spokane Valley to Millwood and Centennial Trail).	Total	$ 8,822,000		Short		R							
COSV-53	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Sullivan Rd. / Kiernan Ave. Intersection Improvement	Spokane Valley	Improve channelization and signal operations at intersection and reconstruct intersection with concrete	Total	$ 3,000,000		Short	Principal Arterial	R							
COSV-54	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Sullivan Rd. / Marietta Ave. Intersection Improvement	Spokane Valley	Improve channelization and signal operations at intersection and reconstruct intersection with concrete.	Total	$ 3,000,000		Short	Principal Arterial	R							
COSV-57	City of Spokane Valley 2025 Six Year Transportation Improvement Program	8th Ave. / Carnahan Rd. Intersection Improvement	Spokane Valley	Add intersection control (turn lanes, potential signal).	Total	$ 426,000		Short	Minor Arterial	R							
COSV-58	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Sprague & Pines Intersection Improvement	Spokane Valley	Install SB right turn lane and intersection control (signal & channelization).	Total	$ 450,000		Short	Principal Arterial	R							
COSV-62	City of Spokane Valley 2025 Six Year Transportation Improvement Program	Flora Rd. / SR 290 Intersection Improvement Unfunded	Spokane Valley	New signal with added turn lanes or roundabout, per adopted Planned Action Ordinance.	Total	$ 100,000		Short	Principal Arterial	R							

Plan/Study Title

Short-Term (less than 6 years)
Mid-Term (6-10 years)
Long-Term (more than 10 years)

ID	Plans and Studies	Project Name	Agency	Descrpition	Year Published	$ Amount	Funding Source (Federal, State, Local, Other)				Implementation Time Frame	Functional Classification (Roadway)	Regional	SRTC Guiding Principles						
														Economic Vitality	Cooperation & Leadership	Stewardship	Operations, Maintenance, & Preservation	Safety & Security	Quality of Life	Equity
WSDOT-1	SRTC TIP	Eastern Region - TMC Equipment Replacement	WSDOT	Remove, replace and upgrade obsolete equipment at Transportation Management Center. Upgrade HAR communication technology, existing system communication is	PE						Short	TSMO	R							
WSDOT-5	SRTC TIP	US 395/NSC Sprague Ave to Spokane River - Stage 2	WSDOT	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	PE						Short	Freeway	R							
WSDOT-6	SRTC TIP	I-90/Liberty Park Land Bridge	WSDOT	Design a land bridge to re-connect the communities on the north and south side of Interstate 90.	PE	$ 4,000,000	F	S			Short	Freeway	R							
WSDOT-7	SRTC TIP	US 395/NSC I-90 Improvements - Hamilton to Thor	WSDOT	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	PE						Short	Freeway	R							
WSDOT-8	SRTC TIP	US 395/NSC I-90 Interchange - Stage 1	WSDOT	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	PE						Short	Freeway	R							
WSDOT-9	SRTC TIP	US 395/NSC I-90 Improvements - Freya to Appleway	WSDOT	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	PE						Short	Freeway	R							
WSDOT-10	SRTC TIP	US 395/NSC I-90 Interchange - Stage 2	WSDOT	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	PE						Short	Freeway	R							
WSDOT-11	SRTC TIP	US 395/NSC Sprague Ave to Spokane River - Stage 3	WSDOT	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	PE						Short	Freeway	R							
WSDOT-12	SRTC TIP	I-90/Transportation System Management & Operation (TSMO)	WSDOT	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	PE						Short	Freeway	R							
WSDOT	2025 Unified List of Regional Transportation Priorities and Policy Statements	I-90 TSMO Improvements	WSDOT	Various TSMO improvements from SR 904 to Idaho state line, such as variable message signs, ramp meters, variable speed limits, queue warning detection, and wrong way detection	PE						Mid	Freeway	R							
WSDOT-23	Horizon 2045 MTP	I-90/US 195 Interchange Latah Creek Bridges	WSDOT	Replace I-90 Latah Creek Bridges, widen I-90 and bridges for US 195 ramp auxiliary lanes, reconstruct BNSF bridge.	2035						Long	Freeway	R							
WSDOT-25	Horizon 2045 MTP	SR 290 Passing Lanes	WSDOT	Construct passing lanes.	2040						Long	Minor Arterial	R							
WSDOT-26	Horizon 2045 MTP	SR 904 Passing Lanes	WSDOT	Construct passing lanes, corridor access control, and channelized intersections.	2040						Long	Minor Arterial	R							
WSDOT-42	US 195/I-90 Transportation Study	Northbound US 195 Travel Time Signs	WSDOT	Installing travel time signs on northbound US 195 south of Hatch Road and/or south of the Cheney- Spokane Road Interchange can alert drivers of alternative routes and travel times to	PE						Short	Freeway	R							
WSDOT-43	US 195/I-90 Transportation Study	US 195 & 16th Avenue Intersection Modifications	WSDOT	Reconfigure the west leg of 16th Avenue to allow right-in/right-out turns only while maintaining left-turn access from northbound US 195. With this project in place, drivers would use	PE						Short	Freeway	R							
WSDOT-44	US 195/I-90 Transportation Study	US 195 Acceleration/Deceleration Lanes at 16th Avenue	WSDOT	Construct a deceleration lane south of 16th Avenue and acceleration lane north of 16th Avenue to provide space for vehicles using the east leg at 16th Avenue to safely slow down	PE						Short	Freeway	R							
WSDOT-45	US 195/I-90 Transportation Study	US 195 & Meadow Lane Road J-Turns	WSDOT	This project would construct J-Turns at the US 195 intersection with Meadow Lane Road to eliminate leftturns across US 195.	PE						Short, Mid	Freeway	R							
WSDOT-47	US 195/I-90 Transportation Study	US 195 & Hatch Road J-Turns	WSDOT	This project would construct J-Turns north and south of Hatch Road to eliminate left-turns across US 195. This project would address existing safety and operational deficiencies at the	PE						Mid	Freeway	R							
WSDOT-48	South Barker Road Corridor Projects	Interstate 90 Interchange Bridge	WSDOT	Widen Barker Road to 5-lane arterial with bike lanes and sidewalks	PE						Long	Principal Arterial	R							
WSDOT-49	Mead - Mt. Spokane Transportation Area Plan	US 2 Median South of SR 206 (Barrier to Prevent Left Turns)	WSDOT	Extend the median and barrier along US 2 south from Mt. Spokane Park Drive (SR 206) intersection to the existing barrier north of the US 395 intersection to prevent all left-turn movements along this stretch of US 2.							Mid	Principal Arterial	R							
WSDOT-50	Mead - Mt. Spokane Transportation Area Plan	Additional US 2 Left Turn Restrictions from SR 206 to Day Mt Spokane Road	WSDOT	In order to improve safety and future level of service, continue improvements initiated by WSDOT in 2017 along US 2 to restrict additional left-turn movements at uncontrolled intersections and driveways, particularly at locations with a high injury crash rate, between Day Mt. Spokane Road and Mt. Spokane Park Drive (SR 206).							Upon Future Development	Principal Arterial	R							
WSDOT-51	Mead - Mt. Spokane Transportation Area Plan	Enhanced Safety & LOS Improvements at US 2/SR 206 Intersection	WSDOT	Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes at the US 2/Mt. Spokane Park Drive (SR 206)	PE	$ 280,000					Ongoing (Monitoring)	Principal Arterial	R							
WSDOT-52	Mead - Mt. Spokane Transportation Area Plan	Enhanced Safety Improvements at US 2/Day Mt Spokane Road	WSDOT	Implement safety improvements to counter injury crash history, notably to reduce the likelihood of higher speed rear-end crashes and failure to yield crashes at the US 2/Day Mt Spokane	PE						Ongoing (Monitoring)	Principal Arterial	R							
WSDOT-53	Mead - Mt. Spokane Transportation Area Plan	Enhanced Safety Improvements at US 2/Greenbluff Road	WSDOT	Implement safety improvements to counter injury crash history, notably to reduce the likelihood of failure to yield crashes at the US 2/Greenbluff Road Intersection.	PE	$ 210,000					Ongoing (Monitoring)	Principal Arterial	R							

Definition of regional for the Needs Assessment:

If the project or program was included in the previous MTP, included in the 2025 Unified List of Regional Transportation Priorities, serves a large number of travelers likely coming from 2 or more jurisdictions, is on the National Highway System (NHS) route, or changes capacity, then the project is considered regional.

- *For example, the Garfield/US2 roundabout is regional as it is likely to serve Airway Heights residents, the Tribes, a small portion of airport travelers, and regional drivers using US2, which is also an NHS route.*
- *The Argonne Station Park and Ride was regional as it is likely to serve residents from around the area, including Spokane Valley, Liberty Lake, Spokane County, and travelers from Kootenai County and other regional locations as well as being along an NHS route.*
- *The Bruce Road and Peone Road Roundabout changes the capacity of the intersection and serves regional traffic from agricultural needs to recreational venues.*
- *The Freya/Palouse Roundabout changes the capacity of the intersection and serves regional traffic from the City of Spokane and Spokane County.*
- *The Barker Road corridor is a capacity change project, serves Spokane Valley, Liberty Lake, and Spokane County residential traffic as well as regional commercial and freight traffic.*

To: Transportation Technical Committee
From: Jason Lien, Principal Transportation Planner
Topic: Horizon 2050 SRTC Board Workshop – Report Back

Requested Action:

None. For Information Only.

Key Points:

- SRTC is developing the region's next long-range transportation plan, known as Horizon 2050.
- To inform Horizon 2050 in topic areas such as regional growth, infrastructure, safety, and revenue, staff conducted an interactive workshop with the SRTC Board at their March 13 meeting. Polling software was used to facilitate the discussion. The results will be summarized and Board discussion on critical transportation issues will be reviewed in the committee presentation.

Board/Committee Discussions:

Staff have previously presented on various components of Horizon 2050.

Public Involvement:

Horizon 2050 has an ongoing public outreach schedule.

Staff Contact: Jason Lien, SRTC| jlien@srtc.org | 509.343.6370

To: Transportation Technical Committee
From: Lois Bollenback, Executive Director
Topic: SFY 2026-2027 Unified Planning Work Program - Draft

Requested Action:

None. For Information Only.

Key Points:

- The Unified Planning Work Program (UPWP) is a foundational document that outlines the core functions, planning activities, technical support and other ongoing support provided by SRTC.
- Over the past several months, SRTC staff have been developing a UPWP to guide activities of the organization over a two-year period spanning the State Fiscal Years (SFY) 2026 and 2027.
- Development of the work plan has been informed by state and feederal guidance provided through WSDOT as well as input from the SRTC board and advisory committees.
- SRTC staff will provide an overview of the draft SFY 2026-2027 UPWP that will be submitted to state and federal partner agencies for review.

Board/Committee Discussions:

An overview of the UPWP was presented to the TTC and TAC on 01/22/2025 and 2/26/2025 and to the SRTC Board on 2/13/2025 and 3/13/2025.

Public Involvement:

SRTC meetings are publicy noticed and open to the public. Additional notice of public review will be provided when the final draft is developed.

Staff Contact:

Lois Bollenback, SRTC| lbollenback@srtc.org | 509.343.6370